(ISSN 0163-7266)

MAY 1981 $1.50

RAILFAN & RAILROAD

ARTWORK: RON BOYD

48760

Coast to coast by rail

L&N's U25Bs • Campaign train

0 71896 48760 05

KODACHROME: FRED KLYVER

Railnews

***DAYLIGHT* ORANGE** is still being considered by the Southern Pacific. Sacramento rebuilt SD40E 7342 was on display in Oakland on December 20, 1980, wearing these experimental colors. On the 7342's left side, the orange goes to the top of the hood, the "bloody nose" is simplified, and the lettering is red. No decision reported yet.

KODACHROME: TOM O'BRIEN

CHICAGO, MADISON & NORTHERN has caught the flavor of the old CGW in its new scheme on NW2 201 at Janesville, Wis. The 201 is ex-B&O 555 purchased from Chrome Crankshaft.

KODACHROME: JAMES H. GRIFFITHS

MARYLAND DOT is getting five of these F9PHs rebuilt from B&O F7s by Morrison-Knudsen. Each has an EMD 16-567 plus a Cummins HEP set. The 7181 was at Boise in December 1980.

TWO KODACHROMES: DAVID M. JOHNSTON

THE FRISCO/BN MERGER caught one of the Frisco's ten GP50s already painted Mandarin orange at La Grange, and the BN approved its remaining in Frisco livery. Actually the second unit of the order, it was to have been Frisco 791 of the 790-799 series. BN assigned it 3100 and applied BN green to 3101-3109. Both were at Memphis on December 21.

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From the Publisher's desk: Abandoned Lines

Located in the elevated northwestern portion of New Jersey, our offices are today heavily dependent on highway transportation. Not too many years ago the area was served by a network of railroad lines with decent commutation service on the Delaware Lackawanna & Western from Newton to Hoboken with ferries across the Hudson River into New York City. The EL abandoned the line when industry and the dairy business closed up or moved away. Ten miles to the west at Blairstown were more DL&W trains to either Hoboken or Scranton and the *Phoebe Snow* to Buffalo and Chicago. The line through Blairstown to the Delaware Water Gap is still intact but rusted and abandoned. It is unlikely that it will ever again reverberate to the movement of heavy through freights. Without heavy doses of tax money, it is unlikely that Amtrak or the various state transportation departments would consider reinstituting passenger service of any kind (see MARKERS, March 1980).

Abandoned lines of the Lehigh & New England, Jersey Central, Edison Railroad, Lehigh & Hudson River and New York, Susquehanna & Western crisscross the county, and in a few spots the Morris County Traction right-of-way is still evident. Psychologically, the abandoned line with trackage still intact looks better than the once-proud routes which have had their rails pulled up. Both are worthy of study by the true lover of railroad transportation. Even on the abandoned railroads here in Sussex County, evidences of activity remain. Wooden derelict structures still can be found on the NYS&W at Hainesburg Junction, Swartswood Junction and Branchville. Several truss bridges can be found on the NYS&W at various points, along with concrete and stone abutments. In Newton, a DL&W turntable pit can still be recognized, as can one on the L&NE near Swartswood Junction. Foundations for old depots are also often evident, along with overpasses. Two nearby overpasses were removed recently to prevent horsemen from endangering their animals as they crossed the highway, as the horses hooves slipped between the ties.

There are occasional lucky finds of railroadiana. Old ties frequently still have date nails imbedded, and a serach along the side often will turn up glass insulators, some of which could be rare and valuable. Among other items we've seen or found alongside rights-of-way are railroad spikes, stepboxes for getting on and off passenger cars, and old Railway Express signs. Wayne Daniels, of our advertising department, found a Swartswood Dairy cream bottle not far from the Swartswood station foundation. It was once a revenue producer on the NYS&W, and the bottle has strong local appeal beyond railfan interest.

Four-wheel-drive vehicles are a good way to cover miles quickly, but hiking can be more satisfactory since the slower pace turns up old sidings, otherwise unnoticed culverts, and artifacts along the right-of-way. Railroad structures have been turned into garages, police stations, homes, businesses and antique shops. Careful photography can often make a long-vanished railroad come alive, especially when combined with old postcards, photos and other early paper documentation.

Researching the abandoned railroad won't bring back the smell of soft coal smoke or the throb of a first generation diesel on nearby abandoned railroads and trolley lines, but it will bring a greater understanding of how the local line once served the area.

Hal

TRAIN MPA

RAILFAN & RAILROAD

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RAILROAD/founded 1906/vol.106 no.4

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cover

The *Rio Grande Zephyr* is howling uphill in the morning light and about to duck into the short Tunnel 29 just east of Pinecliffe in this striking ink-and-wash rendering by Ron Boyd of Troy, Ohio. (If this scene looks vaguely familiar, see Richard Loveman's photo on page 36 of the August 1977 RAILFAN.) The *Rio Grande Zephyr* was a key part of Scott Hartley's coast-to-coast journey which begins on page 38, and for more about artist Boyd, see page 16.

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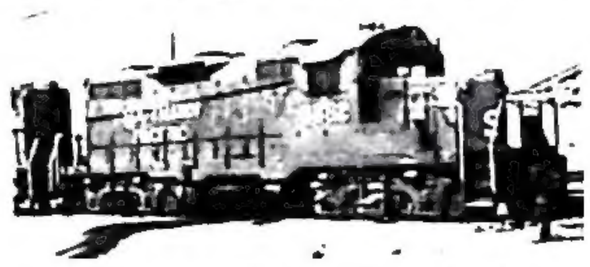

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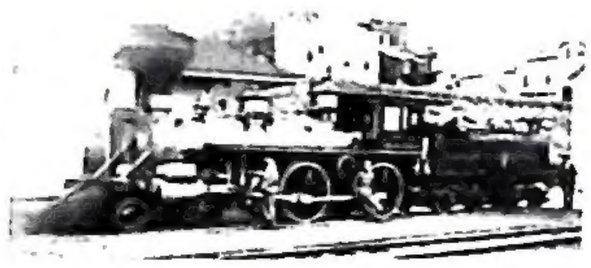

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KARL R. KOENIG

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FOR YOUR BOOKSHELF

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C. G. MacDERMOT

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Greenbrier heritage

In reference to the Jim Boyd and Tom Dixon article "The Last Greenbrier" in the January 1981 issue, the reluctance of the C&O to name its 4-8-4s "Northerns" could hardly be due to the C&O being afraid to offend tender sensibilities because its headquarters was in Richmond, Virginia. In fact, the C&O headquarters have been, at least since the 1920s, in Cleveland, Ohio, hardly a part of Dixie.

MARSHALL I. NEVIN
Baldwin, N.Y.

Since when did "F.F.V." stand for First Families of Virginia? The C&O train was promoted as the *Fast Flying Virginian.*

DAVID K. JOHNSON
Nashua, N.H.

⇐ *The July 1940* Official Guide *shows the C&O identifying its General Offices as 823 East Main Street, Richmond, Virginia, and Terminal Tower, Cleveland, Ohio—in that order. The listing of officers seemed to be higher in rank but fewer in number in Cleveland; the Chief Mechanical Officer, for instance, was in Cleveland, while the Superintendent of Motive Power was in Richmond. The railroad still referred to itself as "George Washington's Railroad", and that's definitely more Virginia heritage than Cleveland.*

"F.F.V." has stood for "First Families of Virginia" in that state's aristocratic society since before the War Between the States; it was a term used with great reverence by those who were *F.F.V.s and with somewhat less respect by those who were not. The C&O did promote its* F.F.V. *as the* Fast Flying Virginian *in a rare example of a wry sense of corporate humor; to quote our resident historian, Wayne Daniels, "The tongue was not entirely removed from the C&O cheek."*—J.B.

The ACE 3000

Your January 1981 issue carried one of the most interesting and sensational articles on railroading I've ever read. The idea of building a really modern coal-burning steam locomotive is certainly appropriate at a time when the OPEC nations can almost run the world through their control of oil supplies. The backers of the idea deserve credit for their ingenious and yet practical solutions to various problems in steam locomotive design. For example, their idea of a double-end engine would reduce or simplify switching movements at terminals.

But considering that Mallets and Beyer-Garratts have operated successfully for years without a special mechanical connection between the separate sets of drivers, I wonder if it is necessary for the ACE 3000 to have the number two and three main drivers connected with axle cranks and internal rods.

HENRY KORMAN
Longview, Wash.

⇐ *That article generated quite a number of letters questioning various technical aspects of the ACE 3000 design. It was written from notes taken at briefings on three different occasions by Rowland and numerous other members of the ACE design team plus a very extensive documentation package that is far too large and detailed to cover at this time. We were also permitted to study the general arrangement blueprints for the locomotive, but until the patent attorneys for ACE give permission, the drawings cannot be released for publication. I am personally satisfied that they have answered satisfactorily every question that was raised by any reader letter. As an explanation to the specific question here, let me refer you to the June 1974 issue of* Trains *Magazine and an article by ACE designer Bill Withuhn in which he explains in drawings and great detail the four-cylinder balanced running gear. The key difference here, the need for the connected second and third axle, is to cross-balance the two "engines" to permit much higher speeds with its significantly lower drivers—and those low drivers also help the power capability at low speed. In that 1974 article, Withuhn predicted many of the general characteristics which show up in the ACE 3000 design*—J.B.

ACE vs. electrics

I question the comments made in the final paragraph of the January 1981 article on the ACE 3000 steam locomotive, regarding the investment required to electrify versus steam power. Studies of BN electrification which I have seen all make reference to the use of straight-electric locomotives having diesel-equivalent ratings of 6000 to 9000 horsepower (5100 to 8400 continuous horsepower at the rail). To achieve maximum volume over the 700+ mile route between Sheridan, Wyo., and Lincoln, Neb., (around 105 million tons of coal per year) would require about 333 6000 h.p. electrics or 288 9000 h.p. electrics.

Assuming that the ACE 3000 would develop 3000 continuous horsepower, the equivalent steam fleet required would be about 566 locomotives or 806 locomotives, respectively. Assuming costs of $1 million per ACE 3000 and $2 million per electric, along with $780 million to electrify 700+ route miles of BN main line, the equivalent investments, in round numbers and disregarding maintenance capital investment (shops, etc.) become $566 million for 566 ACE 3000s versus $1446 million for electrification and 333 6000-h.p. electrics, or $806 million for 806 ACE 3000s versus $1356 for electrification plus 288 9000-h.p. electrics. If you assume a $1.5 million price tag on all locomotives, the figures come out to $849 million for the ACE versus $1280 million for the 6000-h.p. electrics and $1209 for the ACE versus $1212 million for the 9000-h.p. electrics. Therefore, the spread in simplified investment cost is not as great as was assumed in the article, in which it was implied that 70 ACE 3000s could substitute for the electric operation.

MIKE ICZKOWSKI
Wheaton, Ill.

⇐ *That last paragraph is the only place I deviated from material documented by the ACE data. At that time neither they nor I had the full data you have provided on the exact extent of the BN electrification—which is a far greater project that my information had implied*—J.B.

C&NW, not NP

That "ex-NP 4-6-0 No. 175" Mallory Hope Ferrell reports (page 28, January 1981 R&R) as being outside at Hancock, is really one of three extant C&NW Ten-Wheelers. The only active one—with a 99% availability last summer—was the 1385 at the Mid-Continent Railway Museum, North Freedom, Wisconsin. The second, No. 444, is in Colorado at Denver's Forney Historic Transportation Museum. The third is the 175, in dire need of a new firebox if she is ever to run again; hardly "in good condition," as Ferrell has it.

JIM NEUBAUER
Chicago, Ill.

Rare?

On page 29 of your January RAILNEWS it states that 6060 is with "a rare CN GMD1 1007." What, in the Prairie Provinces, is *rare* about a GMD1? There are at least 77 of them on the CN plus another 21 or so on the Northern Alberta. Two are even still in the CN olive green! Elusive, yes. Rare, no.

TOM HIGGINS
East Brunswick, N.J.

⋐ *Good point. When they vanished from the Toronto area—the only place I'd seen them—almost a decade ago, I'd gotten the feeling that the CN's were "gone." I'm delighted to be wrong—J.B.*

Not bankrupt

In your January RAILNEWS coverage of GG1 4913 going to the Altoona museum, you stated, "in bankruptcy, Conrail is not in a position . . ." Conrail is not now and never has been in bankruptcy.

JAMES HARRIS
Operations Improvement
Conrail
Newark, N.J.

⋐

Timetable

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RAILFAN EVENTS

CHESSIE SYSTEM: Tentative schedule for "Operation Lifesaver" excursions featuring C&O J3a 4-8-4 614. These dates are subject to confirmation and may be changed. For complete details contact Chessie System, Passenger Service Department, 2 North Charles, Baltimore, MD 21201.

April 25, St. Louis, Mo., to Flora, Ill., round trip; **April 26,** possible repeat to Flora; **May 1,** St. Louis to Washington, Ilind., one way; **May 2,** Washington to North Vernon, Ind., round trip; **May 3,** Washington to Cincinnati ferry; **May 9,** Cincinnati to Lima, Ohio, round trip; **May 16,** Columbus to Ashland, Ohio, round trip; **May 17,** Columbus to Toledo or Ashland, round trip; **May 30,** Detroit to Clio, Mi., round trip; **May 31,** Detroit to Grand Ledge round trip.

June 6, Detroit to Grand Rapids ferry; **June 7,** Grand Rapids to St. Joseph, Mi., round trip; **June 13,** Grand Rapids to Plymouth, Mi., round trip; **June 14,** Grand Rapids to Barr Yard (Chicago) ferry; **June 20,** Chicago to Garrett, Ind., round trip; **June 21,** Chicago to Hartford, Mi., round trip; **June 27,** Akron, Ohio, to Pittsburgh, Pa., round trip; **June 28,** Akron to Pittsburgh ferry; **July 11,** Pittsburgh to Meyersdale, Pa., round trip; **July 12,** Pittsburgh to Somerset, Pa., round trip.

No trips are scheduled for the remainder of July or the month of August. Trips on the eastern end of the Chessie System (Baltimore, Cumberland, Richmond, Huntington, etc.) will begin in September and run through October.

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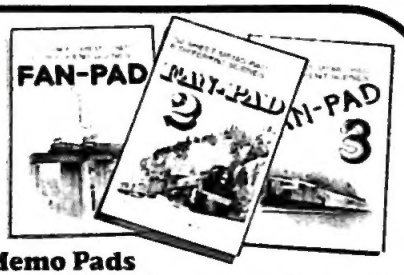
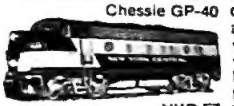


PRR K4s

Chessie GP-40

Conrail GP-40

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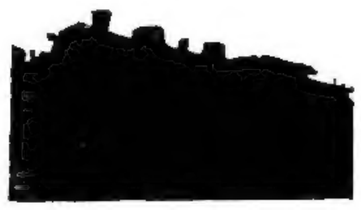

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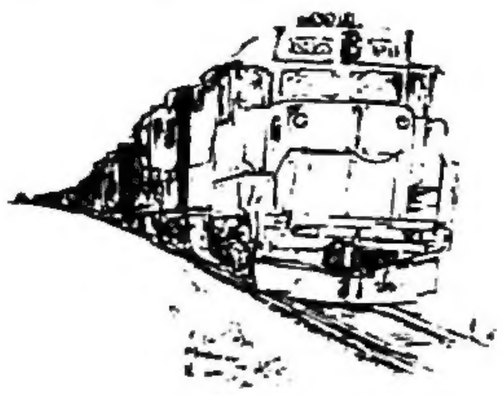

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BIRMINGHAM, ALABAMA, April 4, 5. The Heart of Dixie Railroad Club will sponsor one round-trip excursion each day to the Chattanooga Choo Choo on the Southern Ry. powered by two FP7s. Train will leave old Terminal Station site, 2617 7th Ave. N., at 8:00 a.m. and return the same day at 7:00 p.m. Fare is $24.50 for adults and $22.50 for children. Contact: Heart of Dixie Excursion, P.O. Box 3694, Birmingham, AL 35211 or call 205/787-1700.

KENNEBUNKPORT, MAINE, April 12. "Early Streetcar Day" at Seashore Trolley Museum featuring demonstration rides on early streetcars, mostly built before 1900, including an 1885 horse car. 10:00 a.m. to dusk. Doors open at 9:30 a.m. Coffee and doughnuts in the trolley dining car; also slides and movies. Donation $5.00. Seashore Trolley Museum, P.O. Box 220, Kennebunkport, ME 04046; 207/967-2712.

CHATTANOOGA, TENNESSEE, April 25, 26. "The Peach State Steam Special" sponsored by the Tennessee Valley Railroad Museum and the Southern Ry. will feature all-day round trip excursions from Chattanooga to Atlanta each day. Train will stop at the beautiful Omni International Complex. Coach and First Class accommodations; *all* seats reserved. Locomotive not yet specified but likely 2-8-2 4501. Write Department T, TVRM Excursions, P.O. Box 5263, Chattanooga, TN 37406, or call 615/894-8028.

PERRIS, CALIFORNIA, April 25-26. Orange Empire Railway Museum's Third Annual Rail Festival. Steam passenger train, freight train with caboose, streetcars and interurbans are featured. Additional family fun with movies, music and other interesting exhibits. 10:00 a.m. to 5:00 p.m. at Orange Empire Railway Museum, 2201 South A Street, Perris. Adult fare $4.00, kids 6-11 $2.50; unlimited train rides and free parking. Contact OERM, Box 548, Perris, CA 92370, or call 714/657-2605.

WHEATON, MARYLAND, April 26. "Trolley Car Spectacular" at the National Capital Trolley Museum in the Maryland-National Capital Park and Planning Commissions' Northwest Branch Regional Park on Bonifant Road between Layhill Road and New Hampshire Avenue north of Wheaton, Maryland. The event will feature all the museum's operable cars in action. This will afford visitors an opportunity to see and photograph all eleven of these historic vehicles on a single occasion; some will be cars not normally operated for the public. The affair is 1:30 to 3:30 p.m. with no admission charge; the public is cordially invited. Contact: Robert H. Flack, 1909 Forest Dale Drive, Silver Spring, MD 20903.

BOSTON, MASSACHUSETTS, May 2. Southern New England "Great Circle Trip" from Boston to Worcester, Springfield, New Haven and back to Boston with an optional stopover at the Valley Railroad (steam) or Mystic Seaport Museum. Train will cover freight-only trackage from North Haven to Shore Line Junction. Fares through April 11: $34.95 adult, $17.95 kids 12 and under. Price increases on April 11. Optional side trip prices: Valley Railroad $6.00 adult, $3.00 children; Mystic Seaport $7.00/$3.50 additional. Contact: Massachusetts Bay Railroad Enthusiasts, Inc., Box 136R, Ward Hill, MA 01830.

SACRAMENTO, CALIFORNIA, May 2-10. A National Railroad Fair with celebrations and special events on the occasion of the Grand Opening of the California State Railroad Museum. Details are still being worked out, but a gathering of steam and diesel locomotives from across the country is expected. A pageant featuring live locomotives and a theme of railroads in music will have performances three times daily. For information contact: Railfair Sacramento 1981, 930 Front Street, Sacramento, CA 95814.

CASS, WEST VIRGINIA, May 8-10 and 15-17. "Cass Railfan Weekends 1981" featuring Western Maryland Shay No. 6. Activities include Friday evening train on C&O former-Greenbrier Subdivision and a slide/movie presentation in Cass Shop illustrating removal of No. 6 from B&O Museum; Saturday train to Bald Knob and night photo session; Sunday train to Durbin on former-C&O line. Plenty of runbys on each trip. Because of past success, two weekends are

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offered this year, May 8-10 and 15-17. For ticket information write: Railfan Weekend 1981, Cass Scenic Railroad, P.O. Box 75, Cass, WV 24927.

NEW YORK, NEW YORK, May 16. Long Island Rail Road "All Parlor Car Special" to Greenport. Motive power will be Alco C420 and ex-Milwaukee F-unit cab car; the trip will cover some freight-only trackage. $30 ticket includes continental breakfast on board. Trip departs Jamaica Station at 8:30 a.m., with tickets honored on connecting trains from New York and Brooklyn. For tickets and further information send SSAE to Electric Railroaders' Association, c/o W.J. Madden, 28-53 Utopia Parkway, Flushing, NY 11358.

PLEASANT LAKE, INDIANA, May 23, 31. Two special events on the Little River Railroad, 4 5 miles south of Angola, Indiana, on Old U.S. 27. **Saturday, May 23:** "Open House" with free admission and all equipment open for inspection. 4-6-2 110 will be steamed up for those who want to blow the whistle and ring the bell. One of Hillsdale County Railway's diesel locomotives will be on display. 1:00 to 4:00 p.m. On **Sunday, May 31,** "The Fremont Special" will run a 24-mile three-hour round trip Pleasant Lake to Fremont with an all-reserved train. Contact: Little River Railroad, P.O. Box 178, Angola, IN 46703, or call 219/825-9182.

NEWARK, NEW JERSEY, May 31. Diesel-powered *Blue Comet* special on NJ TRANSIT and freight-only trackage to U.S. Naval Weapons Station Earle. On base, train will be powered by Navy Baldwin diesels, with photo session of military diesels—Earle has ten Baldwins—and 36-mile round trip over freight-only trackage to the three-mile lone ocean loading pier. Only train ticketholders will be permitted on base, but for ticketholders photography will be unlimited with photo stops and runbys. Send SSAE for flyer and details. Jersey Central Chapter NRHS, P.O. Box 700, Clark, NJ 07066.

NEWTON, MASSACHUSETTS, June 5-7, Boston Trolley Meet weekend of model and prototype trolley activities, slides and movies at the Riverside Holiday Inn near Mass Pike and Route 128 next to MBTA station and carbarn. 1924 Brill Type Five No.5734 excursion on June 7. Send SSAE to Norton D. "Skip" Clark, 21 Endicott St., Newton Highlands, MA 02161.

CONTINUING OPERATIONS

RINGOES, NEW JERSEY, 1981 season. The Black River & Western has available authentic PRR motor car 4666 for "Rent A Train" charter excursions operating portions of the line not normally covered by their regular steam trains. Charter service available on Saturdays only, and fee of $250 accommodates up to 50 people. For full information and additional options, contact: Black River & Western R.R., P.O. Box 83, Ringoes, NJ 08551, or call Mrs. Louanna Burenga at 201/782-6622.

INTERNATIONAL TOURS

STOCKHOLM, SWEDEN, June 6-13, 1981. Celebrations of 125 years of Swedish State Railways will include Jubilee Exhibition at Gävle Railway Museum and a Railway Cavalcade in Stockholm (June 13). For information, contact: Mr. Lars Olov Karlsson, SJ Press Service, Fvs-p, SJ, S-105, 50 Stockholm, Sweden; or call 08/762 31 90.

HUNGARY June 1981: Visit one of the best remaining steam countries in Eastern Europe with chartered trains and other special activities as prepared by the National Union of the Hungarian Railway Modellers and Railway Friends. Photo permission obtained. Tour begins in Vienna and visits Gyor, Acs Sugar Works, Budapest (extensive urban transport), Szob, Hatvan, Gyongyos, Eger, Putnok, Ozd steelworks, Debrecin, Konya, Hartobagy, Konya horse tram, Jaszapati, Kecksemet, Celldomolk, Szombathely, Sopron and Ebenfurth. Land price only will be Approx. $575 share twin rooms basis. Detailed folder available from: Rail Study Tours International, 164 Maple Ave. E., Vienna, VA 22180. (703) 356-8186.

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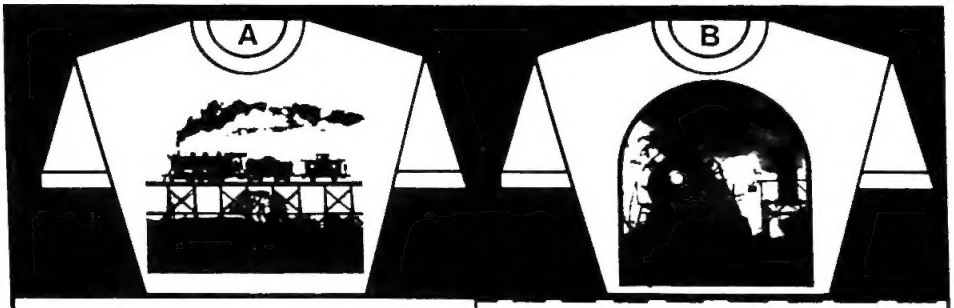

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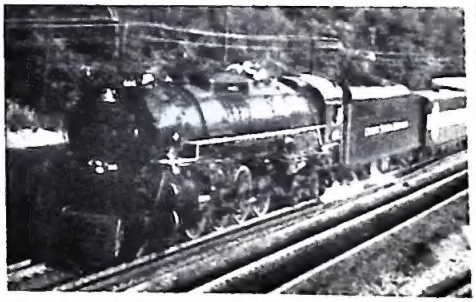

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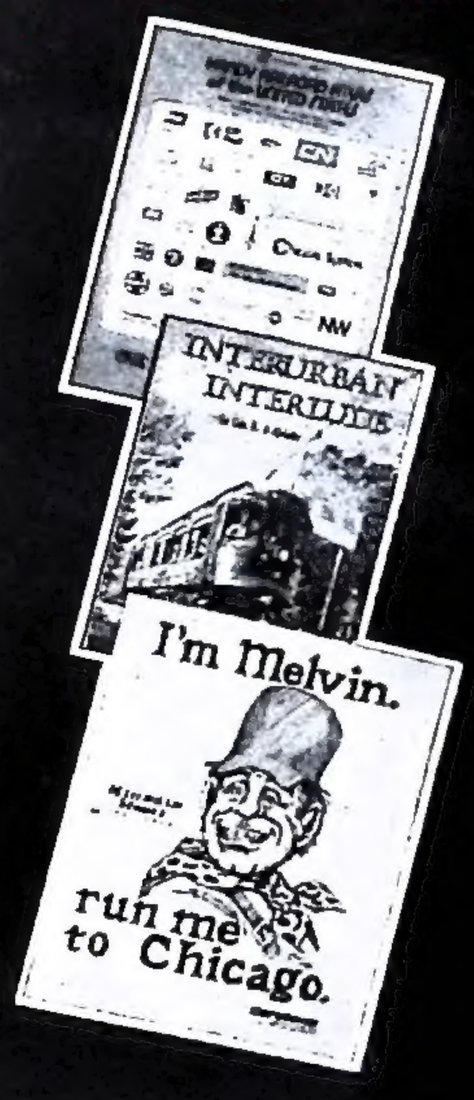

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EAST GERMAN NARROW GAUGE July 31 - August 9, 1981: Virtually all remaining narrow gauge operations will be covered. Visit Potbus-Ghoren, Stralsund, Rostock, Bad Doberan-Kuhlungsborn, Magdeburg, Halberstadt, Hartsquerbahn, Seketalbahn, Karl Marx Stadt, Freiburg-Kurort Kipsdorf, Wolkenstein-Johstadt, Cranzahl-Oberweisenthal, Oshatz-Mugeln, Radebeul-Radeburg, Zittau, Muskauer Waldeisenbahn, and Dresden. Standard gauge steam and traction also featured. Price from New York via London and charter flight $1175 share twin room basis including Breakfast & Dinner. Detailed folder available from: Rail Study Tours International, 164 Maple Ave. E., Vienna, VA 22180. (703) 356-8186.

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SWITZERLAND, August 2-16, 1981. Tramway systems in Zurich, Bern, Basle; steam trains; mountain railways; Luzern transportation museum; main lines with famous tunnels; Glacier Express; and more. After tour option to continue travel on Eurorail Pass. For further information write: Swiss Tram & Train Tour, 100 Albertus Avenue, Toronto, Canada K4R 1J7.

WESTERN EUROPEAN RAIL MUSEUMS August 9-23, 1981: The best in steam and traction operations in Holland, W. Germany, Switzerland and France. Special movements to be operated for tour group where permissable. Visit many cosmopolitan cities (most with streetcars). Transportation will be by train and bus where necessary. $1850 per person sharing twin rooms in deluxe hotels, fully escourted, including breakfast daily from New York. Detailed folder available from: Rail Study Tours International, 164 Maple Ave. E., Vienna, VA 22180 (703) 356-8186.

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CHINA, October 3-26, 1981. A different itinerary from our 1980 tour. Fly to Peking, then a circular tour in the northeastern part where traffic is heaviest. Final week south along main line to Shanghai. Negotiations are under way to visit at least one industrial railway. Opportunity to visit famous tourist sites such as Great Wall, etc. All inclusive, meals, air, rail and transfers. Approximately $3430 from London, $2575 from Hong Kong. Sunday River Tours, P.O. Box 565, Concord, MA 01742.

INDIA November 14 - December 6, 1981: Comprehensive tour will stress railroad operations in various scenic settings. Visit Delhi, Agra, Jaipur, Udaipur, Vadadora, Dabhol Jct, Bombay, Neral-Matheran Hill Ry., Madras, Ooty & Nilgiris rack line, Souther Ry. meter gauge, Calcutta, Varanasi/Banares. Optional extensions available to Darjeeling

and Nepal. Fly Pan Am from New York. Basic tour cost $2795 per person, share twin room. Detailed folder available from: Rail Study Tours International, 164 Maple Ave. E., Vienna, VA 22180 (703) 356-8186.

RAILROADIANA MEETS

CINCINNATI, OHIO, April 24-26. Beechmont Railroad, Stamp & Coin Fair featuring railroadiana, model exhibits and sell & swap. Railfan clubs participating include Cincinnati Chapter NRHS with a live telegraph exhibit, Railway Exposition Co. and several model railroad clubs. Beechmont Shopping Mall, 7500 Beechmont Ave. just off I275, 10:00 a.m. to 9:00 p.m. Friday and Saturday and noon to 5:00 on Sunday. Free admission. Post office will have a special railroad cancellation available. Contact: David Pritchard, 927 S. Ft. Thomas Ave., Fort Thomas, KY 41075, 606/781-0412.

DANSVILLE, NEW YORK, May 3. Toy Train Collectors Society Train Show Sale & Swap Meet at the Ellis B. Hyde Elementary School on U.S. Rte. 63 from 11:00 a.m. to 4:30 p.m. Adults $1, kids under 12 50¢. Contact: Al Hawk, 52 Lincoln Ave., Dansville, NY 14437; 716/335-5939.

POTTSTOWN, PENNSYLVANIA, May 2. Fifth Annual Railroadiana Auction Benefit for the Pottstown Chapter NRHS at Old St. Luke's Gallery off Route 73 behind the Gilbertsville Post Office. Auctioneer is Ted Maurer, 1931 N. Charlotte St., Pottstown, PA 19464.

NORTH ATTLEBOROUGH, MASSACHUSETTS, May 3. Little Rhody Division's 17th Annual Open House for Model Railroading, 10:00 a.m. to 4:00 p.m., at Junior High School, 45 South Washington St. For display reservation contact: LRD'81 Open House, Box 39-B, Squaw Rock Rd., Moosup, CT 06354. General information: Alan W. Bliek, 190 Broadway, North Attleboro, MA 02760; 617/695-0998.

ST. CHARLES, ILLINOIS, June 21. Fifth Annual Midwest RCAI Railroadiana Show at Kane County Fairgrounds, 10:00 a.m. to 5:00 p.m. Nation's largest railroadiana show with over 100 exhibitors and 200 tables. For information send large SSAE to: John F. Carpenter, P.O. Box 401, Sheridan, IL 60551.

DENVER, COLORADO, July 18-19. "Mile High Railfair" with nearly 100 exhibitors including railroads, hobby shops, railroadiana dealers, collectors, authors, publishers, artists and modelers. Discount fare at Colorado Railroad Museum. Grand Door Prize at show will be tickets for *Rio Grande Zephyr* to Glenwood Springs. For additional information send large #10 SSAE with 30¢ postage to: NRHS, P.O. Box 5181, Terminal Annex, Dept. RF, Denver, CO 80217.

ORGANIZATIONAL NOTICES

ST. LOUIS, MISSOURI, April 25-26, Illinois Terminal Railroad Historical Society Spring Meet with program, swap meet and banquet. No. 10 SSAE for details and reservations: ITRHS Spring Meet, 7428 Rockwood Dr., St. Louis, MO 63123.

MISSOURI PACIFIC HISTORICAL SOCIETY has had a change of address to P.O. Box O, Camp Point, IL 62320. 1981 dues are $7.00 regular and $10.00 contributing. They will have a minimum of three publications in 1981.

KATY RAILROAD HISTORICAL SOCIETY will be holding its spring meet in Houston, Texas, on **April 24-25** at the Ramada Inn West, 7787 Katy Freeway. Activities will include tour of some local rail facilities, meetings, slide shows, movies and a banquet Saturday night. Meeting is open to non-members. For registration information send SSAE to Glenn Van Eman, 11020 Old Katy Road, Houston, TX 77043.

CHICAGO & NORTH WESTERN HISTORICAL SOCIETY is holding their annual meeting at the Roosevelt Hotel in Cedar Rapids, Iowa, on **May 15-16.** Contact: John S. Kamacher, 1812 Hood Ave., Chicago, IL 60660.

THE NEW HAVEN RAILROAD HISTORICAL & TECHNICAL ASSOCIATION will hold its 19th Annual Reunion on May 18-19 at the Hotel Biltmore in Providence, Rhode Island. Events will include Friday banquet with a prominent speaker, model and photo contests, exhibits and dealer's tables. The Biltmore is easy walking distance from Amtrak station. Contact: Warren Riccitelli, 39 Brookside Ave., North Providence, RI 02911.

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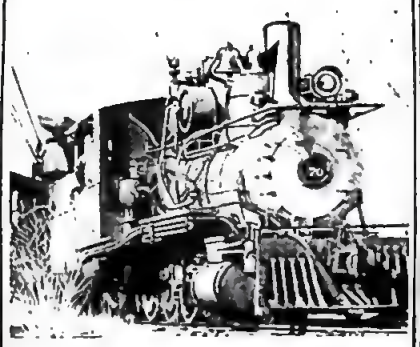

SOUTH PACIFIC COAST—A CENTENNIAL
Bruce A. MacGregor and Richard Truesdale

The third in a series of books on California Coastal narrow gauge railroading, *SOUTH PACIFIC COAST—A CENTENNIAL* is a unique climax to the series. It is a gazetteer, a guidebook, to a narrow gauge journey that opened up a stretch of California mountains and coastline even the mighty Southern Pacific could not dominate. It documents the towns, people and regions the new railroad touched. It is a portfolio combining the best of two photographic worlds—over 70% of the book includes never-before-published views of the narrow gauge in action, many from original glass plates, and it presents a small but important collection of classic views seen before, but now reproduced from original prints or stereo slides. And it features one of the most sensitive collections of paintings ever assembled for a railroad book—art from the incomparable brushes of Howard Fogg and Phil Ronfor. 8½" × 11" format, approximately 325 pages, 4 color plates, over 300 black and white photos. ISBN: 0-87108-545-3, June, Hardcover $29.94 through June 15, 1981: $34.95 thereafter

THE COLORADO AND SOUTHERN NARROW GAUGE
Mallory Hope Ferrell

Much has been written of the South Park Line and its early history, of the building of Alpine Tunnel and the early Clear Creek operations of the Colorado Central. What the reader will find in this new C&Sng book is a high, wide, and handsome look at the C&S in its closing decades—unkempt, unadorned, leaking steam, flaking paint and looking like time had passed her by. Like the fading mining camps she served, the Colorado and Southern had once seen better days. This unabashed look at the C&S at the end of its glory captures one last glimpse of a tenacious narrow gauge before it became a fond memory. 8½" × 11" format, approximately 225 pages, with dozens of photos. Cover painting by Jan Rons. ISBN: 0-87108-534-8, June, Hardcover $29.95 through June 15, 1981: $34.95 thereafter.

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Product News

50th Anniversary 1931-1981, Suburban Electrification of the Delaware, Lackawanna & Western, by Wes Coats, is a limited edition 34-page commemorative history of the "Lackawanna Electrics" in a heavily illustrated 8½"x11" softcover. It details the construction and operation of the lines including the power distribution system, detailed track map and complete roster. Very good photo reproduction. Price is $5.00 postpaid from *Jersey Central Chapter NRHS,* P.O. Box 700, Clark, NJ 07066.

Kachina Press, 730 Fidelity Union Tower, Dallas, TX 75201, has announced *Early Diesel Daze* by John B. McCall, documenting the Santa Fe's 1935-1953 steam-to-diesel transition in a 272-page hardcover. Price is $45.00 postpaid (Texans, who have everything bigger, get to pay $47.20 to include tax).

Pruett Publishing Co., 3235 Prairie Ave., Boulder, CO 80301, is having a grand new year with the release of four quality new hardcover books. *Evening Before the Diesel,* by Charles R. Foss, is a 444-page study of Grand Trunk Western steam plus transition-era diesels including action and roster photography, scale equipment and structure drawings, artwork and some color photos. It sells for $44.95. At the same price is a 350-page study of the Colorado Midland entitled *The Midland Route: A Colorado Midland Guide and Data Book,* by Edward M. "Mel" McFarland; with photos, drawings and maps, the title says it all. A big book on a little railroad is *Colorado's Lonliest Railroad,* by P.R."Bob" Griswold, the story of the San Luis Southern. It shows everything from the road's handsome little 2-8-0s to its incredible internal-combustion contraptions. The price is $29.95. *California Central Coast Railways,* by Rick Hamman, depicts the histories of the railroads into Santa Cruz including the Santa Cruz R.R., the Loma Prieta R.R., the Ocean Shore, the Dougherty R.R. and, of course, Southern Pacific. $39.95.

If you enjoy railroad folklore, don't miss *Long Steel Rail, The Railroad in American Folksong,* by Norm Cohen. It gives the words, music and historical background of both the subject and composer/artist on 85 railroad folksongs like "Wreck of the Virginian Number Three", "Railroad Bill", "Freight Train Blues", "Nine Pound Hammer", "Casey Jones", *"Wabash Cannonball"* and such. The price is $49.95 from *University of Illinois Press,* Box 5081, Station A, Champaign, IL 61820.

Railroad Recollections, by Charles H. Heels, is 110-page 8½"x11" hardcover book relating a personalized history of railroading on the Canadian National in Ontario by a member of a railroad family that lived and worked it. Although not a "pictorial", the book is extensively illustrated with steam-era photos. The price is $19.95 from *Museum Restoration Service,* Bloomfield, Ontario, Canada K0K 1G0.

Calendar Call

After reviewing no less than 19 calendars for 1981 you'd think we've about exhausted the supply, right? Wrong. We still have three real beauties to mention.

Amtrak's new full-color calendar is a handsome single-sheet 24"x33" wall format with the entire year blocked out on the bottom half and a montage-like rendering by Gil Reid saluting the intermodal transportation of Los Angeles on its 200th birthday across the top. The artwork has two F40s—one on Superliners and the other on Amfleet—in front of L.A. Union Station along with three buses. It sells for $5.00 postpaid from *Amtrak Calendar,* P.O. Box 311, Addison, IL 60101.

Darwin Publications, 850 N. Hollywood Way, Burbank, CA 91505, has a very handsomely designed black & white wall calendar in a large format that opens up to 22¼"x14". Nicely printed on heavy white stock, it features scenes by photographers Ron Hill and Jeff Brouws ranging from the BN's Leadville SD9, Milwaukee, Santa Fe, Rio Grande and WP freights to artistic layouts of photo combinations like depot and rolling stock details, heralds and signs. The month-by month calendar also notes significant dates in railroad history. The price is $3.95.

I can't think of a better way to wrap up the 1981 calendar season with with "Those Magnificent Trains 1981" by Bo-Tree Productions and available from *Charles Ditlefsen,* 81 California Ave., Mill Valley, CA 94941. Done in full color in a large 12"x24" folded-out format, it features some of the most beautiful color reproduction I've ever seen on some stunning photos by Kindig, Kistler,

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Steinheimer, Hand, Duke and others. Tom Tracy's overhead shot of GB&W Alcos in winter twilight and Vic Hand's Chessie Geeps crossing the Potomac in hazy autumn have to be two of the finest photos ever put into a calendar. Other subjects include SP "black widow" Fs and a *Daylight* GS4, WP *Zephyr* Fs at night, CP Rail at Spiral Tunnel, a DM&IR RDC, a CPR G5 in Saskatchewan and even Penn Central Geeps at Niagara Falls. The price is $5.95 plus $1.00 postage (Cal. res. add 36¢ tax).

Traction Publications by Steve Maguire

Narrow Gauge: The Story of the Boston, Revere Beach & Lynn Railroad, by Robert C. Stanley, is a 120-page 8½" x 11" softcover book whose subject is a narrow gauge steam road that ran from Lynn, Mass., to the East Boston ferry connection with downtown Boston from 1875 until 1940. Until electrification in 1928 it used Mason-bogie *coffee roasters* hauling green passenger cars that were later converted into electrics. There are fine views of not only the steam and electric trains, but also of the "Narrow Gauge" ferryboats operated by the company. Maps, roster and scale diagrams are an added bonus. Price is 19.95 from Boston Street Railway Assn., P.O. Box 102, Cambridge, MA 02138.

In his continuing series of short histories of Pennsylvania trolley lines of the past, Benson W. Rohrbeck, 1003 N. Chester Rd. West Chester, PA 19380, has produced three more books: *Altoona's Trolleys, Hershey Transit* and *Northern Electric* (Scranton, Montrose & Binghamton R.R.). Each book has 71 pages in 6"x9" size with spiral binding and sells for 17.00.

Trolley Talk, Vol. 6, covering the monthly issues from 1974 to 1977, 164 pages with soft cover binding, is now available from Dick Wagner, 59 Euclid Ave., Wyoming, OH 45215, at $10.00. It is the oldest publication devoted exclusively to trolleys and oriented to model building. In addition to text there are photos, car plans and prototype and model data.

PCC–The Car That Fought Back, by Stephen P. Carlson and Fred W. Schneider III (Interurban Special 64), is a 256-page 8½"x11" hardcover book, first of a two-volume set on the subject. This volume covers the development of the PCC, its mechanical aspects and its operations in North America and abroad. Photographic coverage includes cars of PCC design and other contemporary types and there are many charts, graphs and statistics. The book is very well researched and published with a crisp format

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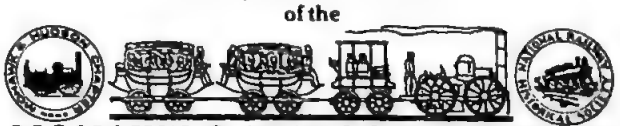

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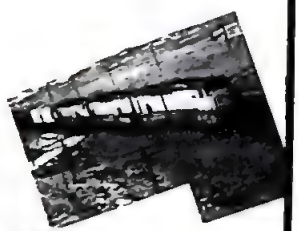

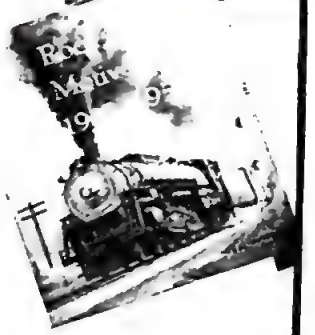

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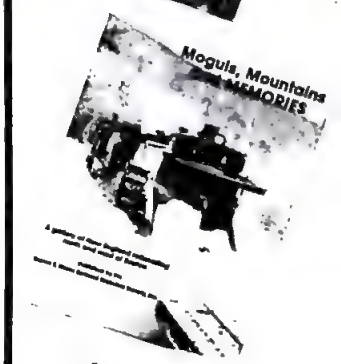

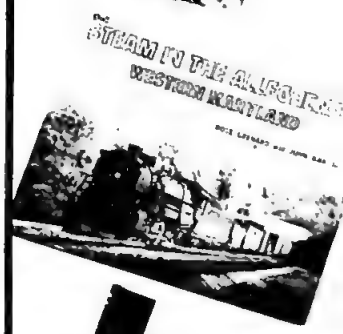

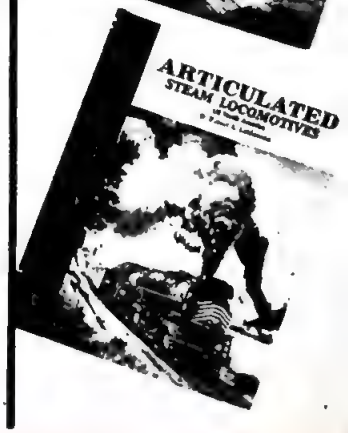

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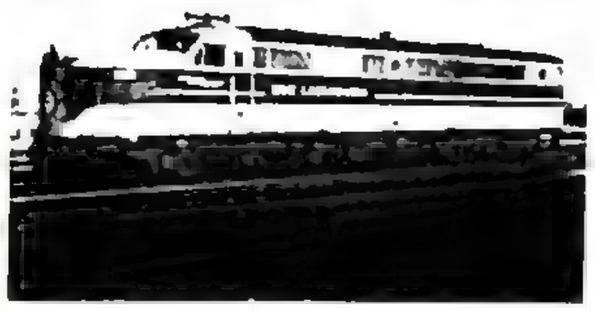

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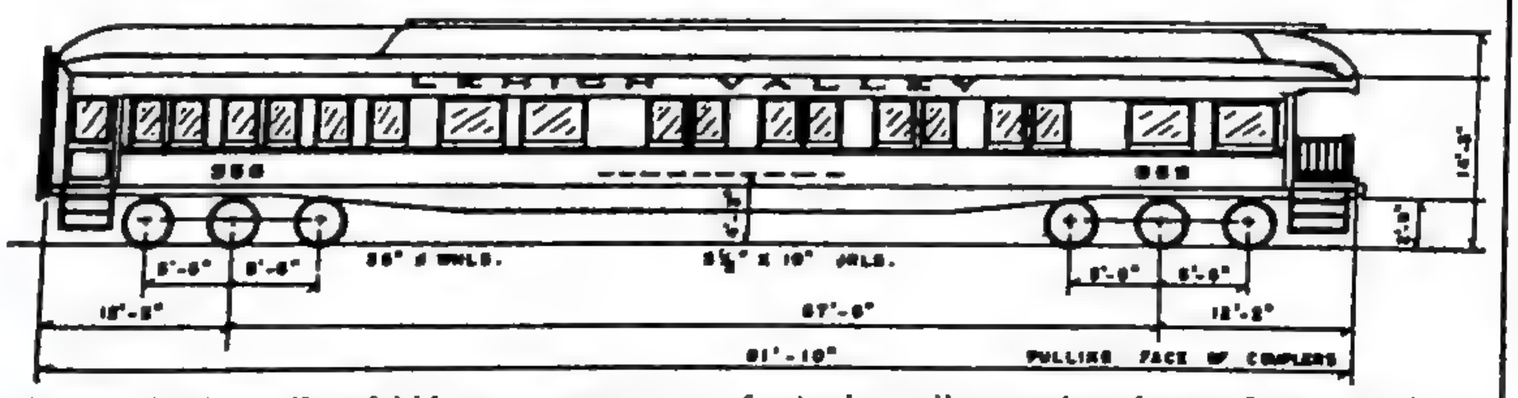

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Book reviews

When Oklahoma Took the Trolley, by Allison Chandler and Stephen D. Maguire; published by Interurbans, P.O. Box 6444, Glendale, CA 91205. Hard cover, 176 8½"x11" pages; $21.95.

Oklahoma traction? I knew that the Sand Springs Railway had some Cincinnati lightweights, plus some Birneys, that there were arch-windowed combines on the Northeast Oklahoma, and that the Tulsa-Sapulpa Union hauled a lot of freight. Didn't the Oklahoma Railway Co. get some cars from Indiana, and didn't a few of their freight locomotives end up in Iowa? Prior to the publication of *When Oklahoma Took the Trolley,* much of the state's electric railroad history was scattered in occasional articles, a mention or two in a traction column or publication, or a few photos that made one wonder what else ran in the state. The questions were many and the answers were hard to find.

There were 18 electric lines serving the towns and cities of the state which was once known as Indian Territory. They ranged in size from the Oklahoma Railway, which operated 78 route miles, to the six mile long Shawnee-Tecumseh Traction Co.; there were also a few street railways whose magnitude might be better measured in blocks, rather than miles. Authors Chandler and Maguire have done an impressive job of researching the histories of the lines and assembling a representative sampling of photos to illustrate them. The writing is done in a factual yet readable style, and the photo reproduction is excellent. Rosters and maps are included for most of the lines. The book fills a gap in the history of electric railroading in this country, and it does it in a professionally-written and produced fashion—BILL SCHAUMBURG.

We'd like you to meet...

Ron Boyd

A few months ago we received a package containing a selection of transparencies of railroad artwork rendered in a fascinating ink-and-wash style by Ron Boyd. One of the

most striking of these became the cover of this issue, helping to illustrate Scott Hartley's Amtrak/*Rio Grande Zephyr* coast-to-coast trip feature.

No relation to the editor, Ron was born in 1948 and has always lived in the Greater Miami Valley area of Ohio. His interest in art was encouraged by a mother who liked to draw and used to keep Ron and his sister "out of her hair" by occupying them with paper and pencil. As for his interest in railroads: "Ever since I was a small child I've had an attraction for trains—as my parents will attest. Sorry to say I missed out on the final days of steam and early diesel triumph. Not until 1971 did my interest rekindle. A Southern pool on the B&O with a quartet of high-nosed GP35s on Alco trucks was too much. I started building in HO again, bought a camera to record my favorites and began conveying my feelings by means of art."

Now a draftsman for the Mead Corporation in Dayton, Ron lives in Troy, Ohio, with his wife Pat and son Nathan. They live two blocks from the B&O Toledo Division main line, and there's a clear view of the bridge over the Great Miami River from their front porch. Ron enjoys sharing his rail interests with his son, and they take walks to the depot in the evenings from time to time. Nathan is also beginning to learn how to operate the walk-around throttle on Dad's HO layout. Pat likes the art side of railroading more than the others, but she will go train watching—provided she as a good book to read.

Ron's artwork is all done in ink and pastel; he finds that colored inks are easy to work with and blend well. He tries for an overall photographic effect, and yet his paintings have a unique and stylish appearance. His rendering of smoke is truly superb, whether it be a salt-and-pepper billow above a CV 2-10-4 or a hot summer vapor above a B&O 2-8-0 on a mixed train. His paintings cover a wide range of subjects, and among those sent in that selection of slides were WM, WP, Amtrak, GM&O and TP&W diesels along with B&O, NKP, CV, LV and Chessie steam engines—and, of course, the *Rio Grande Zephyr* on our cover.

Hal Reiser

The author of the article on the L&N's U25Bs was born in 1955 and grew up along the New Haven main line in New Rochelle, New York. In his own words: "I began watching trains around 1967, and many a summer's day would be spent watching the parade of FL9s and an occasional freight pulled by the ex-Virginian EF4s. I guess it was those engines that really hooked me; their orange, white and black paint scheme made quite an impression on this eleven-

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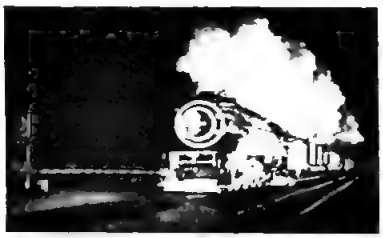

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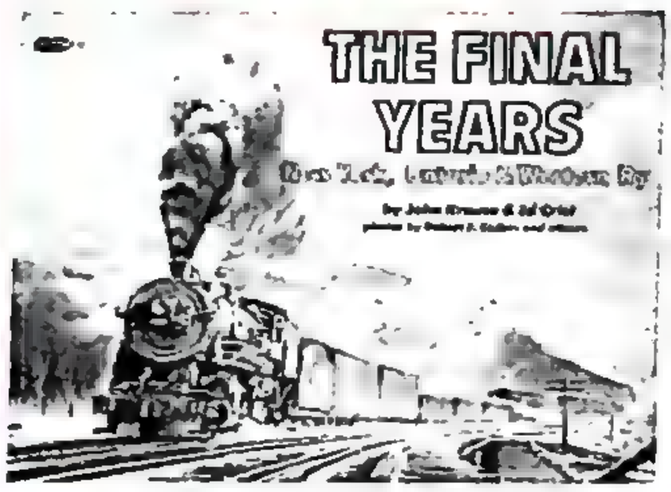

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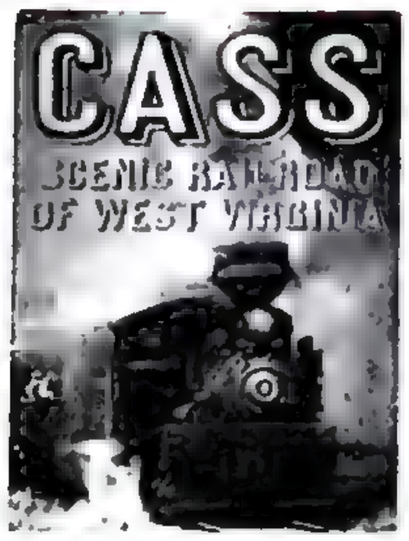

By Fred Kramer and John Krause. From logger to tourist hauler, Cass has brought out the best in geared engines. (C33) 40 pp $3.00

year-old kid, and their peculiar whine would always alert me when a set was going past on the main line not far from my house. All this made me a confirmed New Haven fan for life, but enthusiasm lasted only a short time when the PC took it all away. After watching the end of the FAs in the early PC days, I suddenly came to the realization that I was blowing it. The first generation diesels and Alcos weren't going to last in quantity on Class One roads, and if I wanted pictures I'd have to get moving. Since then it has been a never-ending race to record those diesels. Though I do a bit of HO scale modeling (I'm currently modeling the B&M roster), the photography aspect of railfanning remains my prime interest.

"My interest in photography led me to Los Angeles in 1974 to study photography at the Art Center College of Design (and to acquaint myself with Western railroading). I returned to New York in 1979 with a BFA in photography, and I'm presently making the bucks as a studio manager for a commercial photographer in New York City.

"All my work is done with a Hasselblad 2¼ and a motorized Nikon FM, which allow me to shoot b&w and color simultaneously. I do all my own lab work with b&w and did my own Ektachrome as well until I decided I would rather concentrate on the b&w and let Kodak do the Kodachrome.

"Living in the New York metropolitan area right now is a real railfan purgetory; tolerating Conrail is difficult these days, though I suppose the only comforting thought is that it beats solid black. No matter, I do most of my work in New England and on the D&H where the paint schemes are diverse and the Alcos abundant."

Joel Kamisher

If Joel Kamisher's name sounds familiar, the chances are that you've heard it on the radio, for the author of the article on John Anderson's campaign train makes a living doing broadcast reporting for the United Press International's Audio Division. Born in 1949 and raised in Los Angeles, he has been "interested in trains since childhood for no apparent reason. I didn't have relatives who worked for a railroad and never lived anywhere near one." His first train ride was with his family in 1963 on the *Las Vegas*

JOEL KAMISHER AND CANDIDATE ANDERSON.

Holiday Special, and he has since traveled over 20,000 miles by train in the U.S. and Canada.

Joel graduated from San Francisco State College in 1971 and worked as news director for radio stations in Stockton and South Lake Tahoe, California, and Olympia, Washington. He returned to San Francisco in 1975 and began doing free lance work for UPI's Audio Division. He has also done work for National Public Radio, British Broadcasting Corporation, the Physicians Radio Network and several regional networks and individual stations.

Radio news work makes for an interesting life, and Joel covered the Patricia Hearst trial, the Chowchilla school bus kidnapping, the People's Temple in San Francisco, the assasination of Mayor Moscone, the 1976 and 1980 Presidential campaigns—including our Anderson train—plus miscellaneous earthquakes, fires and riots in the San Francisco area. He was only eight feet away from Sara Jane Moore when she attempted to kill President Ford.

He has been able to combine his railroad interest with his profession on the occasions of the last run of the *California Zephyr,* the 1976 McGovern Special, the *American Freedom Train,* the British Columbia Royal Hudson's West Coast tour and 4449's return to Portland. Summing up his other activities, he notes, "I'm single, enjoy travel by plane as well as train and indulge in such typical California activities as hiking, swimming, lying on the beach, reading and seeing comedies—especially Woody Allen films."

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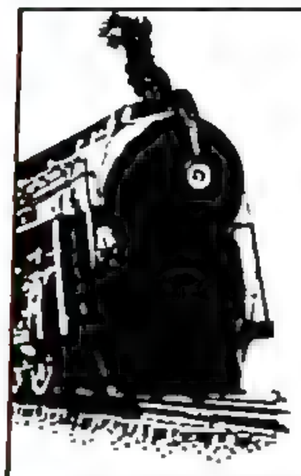

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In Search of Steam

Steam in Ecuador

Passenger and freight trains powered by U.S.-built steam engines are still very much in evidence on the 3'-6" gauge main line of the Guyaquil & Quito in Ecuador, South America. It is possible to depart Kennedy International Airport in New York City on Friday night and by 7:00 the next morning be photographing a seven-car, all wooden coach passenger train pulled by a turn-of-the-century Baldwin 2-6-0 painted in maroon and outlined in yellow and black. No, this isn't some gaudy tourist road but the regular morning steam passenger train from Duran to Bucay.

The main locomotive shops are located at Duran, a steam ferry trip across the Rio Gauyas from Guayaquil. Here, Baldwin Moguls and Consolidations, along with rare 1953-built Baldwin-Lima-Hamilton 2-8-0s, are serviced and repaired. Nearby, a small stable of U.S.-built export diesels—those that are still running—wait their turn with the passengers and freight as well. Until recently, an oldtime steam-powered overhead belt drive repair shop in Duran made all the locomotive repairs. At these shops, workers are still constructing from the trucks up, 1890-style wooden-sided, clerestory-roofed, truss-rodded passenger cars undistinguishable from the genuine articles still in service on the system. A newer shop facility opened up recently to handle all steam and diesel repairs. Still sitting near the older steam shop is a dozen or so derelict 2-8-0s and a single slide-valve 2-6-0 built by Baldwin in 1901.

The newest steam power on the G&Q roster may well be the last commercially-built U.S. steam locomotives. Baldwin-Lima-Hamilton turned out seven 2-8-0s in 1953 for export to Ecuador. At last report, one of the rare breed was still serviceable and painted in a deep green inspired by a visiting railfan's color postcard of Southern's 4501! (See page 67.)

I have visited the steam power in Ecuador on two separate occasions, and the following tips and suggestions will permit maximum coverage on a typical trip of three or four days. Rental cars are available on advance reservation at the international airport in Guyaquil. An easy road trip over the toll bridge and you are in downtown Duran, home for the G&Q steam operations. The rambling station in ruins sits at the ferry dock, and the nearby steam shops are well worth checking out for photos. At least one engine is always switching the yard. The G&Q rosters about 20 steamers total, but only about six are in use on any single day.

Ecuadorians are very friendly people, and I never was asked to show a photo permit on either trip while walking about company property taking pictures. In fact, railroad tracks and yards seem to be used as sidewalks by everyone.

Steam is easily chased by car from Duran to Yaguachi and Milagro. At that point, the roadway and railroad separate for miles and don't come close together again until the poor, mud street town of Bucay. This village is the prototype for every South American horror story of wretched living conditions. To railfans it is known for two things: a small steam enginehouse with a couple of live engines, and the "Bucay Hilton", a rundown hotel for traveling Indians (costing about a dollar a night). It features filthy rooms and army cots, no glass in the windows, no locks on the doors, three-legged chairs, and one common toilet (usually unflushable) which must be used at night in the company of a flashlight as there is no electricity. The ceiling is so low in some rooms that if you approach six feet tall, you must walk with your head turned on your shoulder. Beds are covered in burlap flower sacks, and the whole place smells of unwashed bodies. Your other choices for sleeping accommodations are your automobile, an empty railroad car or a locomotive cab or tender.

For food, stick to bottled Coke, beer, packaged cookies and fresh bananas *that you peel yourself.* Any other fare is not recommended by me, but if you're like most people, you can afford to loose a few pounds on such a hardcore steam bash.

Extra passenger and freights run irregularly between Duran and Bucay. The station agent at either end of the line can tell

GUAYAQUIL & QUITO still operates a fleet of U.S.-built steam locomotives like Baldwin 2-6-0 14 photographed at San Miguel on December 29, 1974. The standard power on this three-foot-gauge line are Baldwin outside-frame 2-8-0s. See also color on page 67.

MIKE EAGLESON

BY MIKE EAGLESON

you what is happening if you know Spanish, or can help you out using sign language. Fans are quite common, as are the more hearty and adventurous tourists. A Mogul-powered passenger train leaves Duran at 6:45 a.m. and 5:00 p.m. for Bucay and leaves Bucay at 5:30 a.m. and 12:50 p.m. for Duran.

At 5:00 most mornings, one of the best steam shows remaining today takes place from Bucay. A five-car mixed train leaves the station in darkness and heads upgrade for three or four hours to Sibambe station at the foot of the Devil's Nose. Grades up to 5½% are encountered, and only 2-8-0s dare venture up the mountain. No tickets are needed, and every available square inch of car roof space is occupied by whole families of Indians. Mothers nurse their babies while fathers eat bananas, accompanied by what seems to be all their earthly possessions in burlap bags. Three tunnels are entered, and, hopefully, the train doesn't stall inside one, as it gets very hot and gassy from the oil-fired steam locomotive working hard immediately ahead.

I rode the train on two separate occasions on top of the tender, and shot some unusual movies looking *over* the boiler and alongside the pounding siderods. Since the train stalls frequently, a man rides the pilot or walks ahead of the crawling 2-8-0, pouring sand on the rails from a coffee can. A soldier carrying a rifle rides the tender as a lookout. The stack talk is astounding in the twisting and turning canyon for hour after hour. Wheel slips are commonplace. I've never seen a ticket collected nor anyone asked to get off—unless to help push!

At Sibambe station, fans should get off and run ahead of the train while the engine takes water. Above your head is the sheer rock wall of the Devil's Nose with three incredible switchbacks. The train pounds out of the station and makes a run for the switchbacks, half the time backing the five-car train around blind curves. The drop below is several hundred feet straight down. A single fallen rock on the rail from the mountainside could cause the whole train to derail and tumble down into the valley below. Super 8 sound movie fans and recording enthusiasts can get some of the best footage of their lives. The whistle echos beautifully off the rock walls.

Steam does not venture much beyond Alusi, the turn-around point beyond the Devil's Nose. There has been no steam in the capital city of Quito for years, although a few hulks of former locomotives remain at the Quito enginehouse. No immediate end of steam power is in sight for Ecuador, but diesels are on the property. Like most steam roads, if you want to be sure of photographing it, go soon before more diesels arrive.

Elsewhere in Ecuador at the sugar mills of Ingenio Valdez at Milagro, a three-foot gauge pair of 0-4-0 Baldwins occasionally works in the December harvest time. At Naranjito, the Ingenio San Carlos mill has several stored steamers of two gauges, including a rare 2-6-0 made by the Glover Machine shop in 1919.

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Transit Topics

Cleveland LRVs arrive

CLEVELAND'S first new light rail vehicle was on exhibit at the Shaker Division platform in the Union Terminal and along other locations of the line in December. Car 802 is one of 48 new double-ended articulated cars that will go into service on the Green Road and Shaker lines shortly, replacing most of the older PCC cars now in service. Twenty PCCs will be retained for fill-in service, and these will include the 50-69 series and the two former-Newark, N.J., cars 3 and 27.

The display of the new car also included as a comparison car 12 built by Kuhlman in 1914 and still on the active Shaker roster. The 12 was one of the former Cleveland Railways cars that were brought over to the Shaker lines in 1919 when service was first instituted.

In addition to the new cars, the $100 million rehabilitation of the Shaker lines includes a rebuilt right-of-way with new rails and overhead. In addition, there is a new line car 032 with both diesel and electric power and capable of being used as a plow (see January 1981 issue), a rebuilt diesel locomotive 033 that also can be fitted with a plow, and a caboose for use by line and track crews working outdoors in inclement weather.

Because the new cars are all double-ended, a turnaround loop east of Shaker Square station is being replaced by track sidings on each side of the line for use in emergencies such as break-downs. Some residents of the area are complaining that the additional poles erected are *unsightly* and the tracks make the area look like a *railroad yard*, according to Al Kleinsmith of Cleveland.

BUFFALO'S LOW BIDDER for light rail vehicles was Tokyu Car Co. of Japan with a bid of $34.7 million for 33 four-axle cars to serve the 6.4-mile subway line now under construction. The bid was a million dollars less than the second bidder, Urban Transportation Development Corp. of Toronto, Ontario. All bidders were foreign firms and thus are required to conform with the "buy American" mandate in specifications that 50% of the materials used be American and 50% of the labor force assembling them be American.

According to Steve Scalzo, Park Forest, Ill., the Siemens-Duwag firm that is supplying cars to Edmonton, Calgary and San Diego was the low bidder on six-axle cars; however, its bid for 27 of these was more than $3 million above the Tokyu bid as adjusted for 33 four-axle cars.

PORTLAND, OREGON is assured of funding for its Banfield light rail project that will see the 15-mile line built from Portland to Gresham, utilizing, in part, the Banfield freeway which will be widened to six lanes over 4.3 miles of the route the new light rail line will operate. The U.S. Department of Transportation has authorized $85.7 million funding guarantees for the rail line and widening project that will cost $225 million when completed in five years. Negotiations to purchase land for the right-of-way commenced last year and are continuing, according to Kenneth I. Peters of Portland.

It is ironic to recall that the Portland-Gresham area was served by an interurban line until after the end of World War II, only to be scrapped by a management that failed to appreciate its real value.

CHICAGO'S basic fares went up to 80¢ a ride on January 1, 1981, and will go to 95¢ on April 1, with a further increase to $1 scheduled for August, according to news from Steve Scalzo who says that commuter rail and suburban bus fares are also increasing up to 67% by August 1, 1981. This action by the Chicago Transit Authority board will give Chicago the highest basic fare in the nation in August. Transfers will continue to cost ten cents.

SEATTLE'S proposed Waterfront trolley line will *not* be in operation this year—or perhaps any other year—as the result of a City Council vote to stop further financing of the trolley line that was to run for 1½ miles on the Alaskan Way waterfront from Pier 70 south to Main Street, using freight trackage of the BN line, according to news from Bob Scism Jr. of Lemont, Illinois. With $700,000 already spent on the line, the City Council vote was 7-2 against borrowing an additional $2.1 million from the city's reserve fund. This money was to be spent to build a car barn and to restore the tracks. Although $1 million in federal money has already been committed to the project, an increase in estimated costs from $2½ million back in 1975 to $3½ million at present, caused the Council to vote to scrap the project.

We hope this isn't the end of the project and that it can be rescued eventually. Four second-hand trams from Melbourne, Australia, are already delivered and ready for operation when and if necessary. Seattle City Councilman George Benson who had promoted the project, even to working on the restoration of the trams, was disappointed but vowed to keep working for the proposed trolley line.

SAN DIEGO'S new 16-mile light rail line to the Mexican border is being double-tracked (except for a couple of short single-track stretches) with money coming from the state gas tax, which is now expected to be used to purchase ten additional light rail cars, making a total fleet of 24 cars operated by San Diego Trolley, Incorporated.

Please send traction news directly to Steve Maguire, P.O. Box 51, Belmar, NJ 07719

BY STEVE MAGUIRE

BOSTON'S trolley, bus and commuter train system shut down completely on December 6 due to a lack of funds to carry on for the remainder of the 1980 year. Though the crisis was resolved in time for service to be reinstituted on the 8th, the problem had threatened to wreak havoc on downtown businessmen during the pre-Christmas season and also on state sales tax income.

The problem commenced on November 18th when the annual budget of $302 million for the Massachusetts Bay Transportation Authority had been used up and the system was actually in bankruptcy. To forestall termination of all transit service, Massachusetts Governor Edward J. King took over the operations under what he believed were his emergency powers. This kept the lines running until a week later when the Supreme Judicial Court held he lacked the power and it was up to the legislature to provide funds to run the lines. The court ordered the system to shut down on December 6th and to remain so until the legislature provided the additional $41 million to operate through the end of 1980.

Under ordinary circumstances, the MBTA's Advisory Board (consisting of representatives from the 79 communities served by the system) would have been able to help, but their funding was upset by a Proposition 2½ enacted by the voters in the November election (proposition 2½ bars any real estate tax increases being levied on property in the future). The Board was also under public pressure to cut down what was considered wasteful and inefficient rules of the Carmen's Union that had developed over the years.

The Legislature finally passed a law providing money to keep the MBTA running through the end of 1980, and on December 8 the lines were running again after 26½ hours of shutdown. The $41 million needed for the rest of 1980 was to be paid 75% by the State and 25% by the MBTA district, and there are guarantees that MBTA costs will increase at a moderate rate instead of by large leaps as in recent years. It also increases state control over the system and strengthens MBTA management at the expense of the Carmen's Union, giving it authority to assign work, withold cost-of-living pay raises and make overtime assignments. It also repealed a state law requiring the presence of a guard on every two subway cars.

MBTA's Advisory Board at the end of the year approved a budget for 1981 in the total sum of $337 million. That is $6 million less than the budget for 1980 that was exceeded causing the service problems, and it is 157 million less than the MBTA asked for.

As a result, MBTA officials said that the 1981 budget would not be exceeded and no essential service would be eliminated. To accomplish this there are plans to eliminate all Sunday service and also all service to public and parochial schools. In addition, subway operating time would be cut from 20 to 17½ hours daily. Bowdoin, Prudential and Boylston stations would also be closed and at least 150 union and management jobs will be eliminated.

Advisory Board members agreed that it was solely because of the recent adoption of Proposition 2½ by the voters at the November election that the drastically-low budget was passed. We thank John P. Carlson of Westwood, Mass., for keeping us up-to-date on the situation as it developed.

SAN FRANCISCO Municipal Railway expanded its Metro subway light rail services to the L-Taravel and M-Ocean View lines in December, according to Thomas McGarry of Oakland. With five rail lines now providing service on the Metro, Muni authorities now feel that the 100 new light rail vehicles will not be enough to provide service on the present lines and possible future expansion. As a result, the S.F. Public Utilities Commission voted to ask the federal government for $17.2 million to buy additional cars and to make modifications to the existing system.

Boeing Vertol, builder of the LRVs, has 15 of the same type for sale for $11.5 million—or about $766,000 each. This is more than twice what the new cars cost when ordered ten years ago, but is less than the cost of new cars today, since prices have risen to almost $1 million per car. The 15 cars come from a Boston order that was cancelled when major mechanical problems on the Boston cars caused the Massachusetts Bay Transit Authority to cancel the last 15 cars. At San Francisco, the same type cars underwent major modifications by Boeing and Muni and now are performing fairly satisfactorily. Muni is also asking for $2 million funding to further modify the light rail cars so that a train of two or more can be run by a single motorman.

The J line is now the last one using PCC cars Monday to Friday and also using Market Street. No date is set for its conversion to LRVs nor for LRV service on weekends, according to Tom Swinney of San Francisco. He also tells us that a committee has been formed to raise the city's share of the cost of rebuilding the cable system. Anyone donating $10 will receive a certificate making them an honorary *gripman*. Donations should be sent to Save the Cable Cars, P.O. Box 2888, San Francisco, CA 94126.

STEVE MAGUIRE

SHAKER SQUARE was display sit for the first Greater Cleveland RTA LRVonDec ember13,1980. 802 was the first of 48 new articu ated cars built by Breda of Italy to be in servic by summer.

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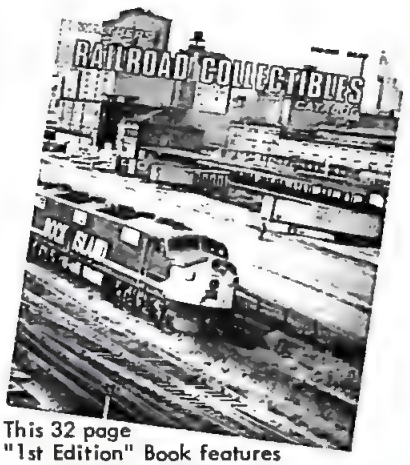

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SACRAMENTO SPECTACULAR During the week of May 2-10, 1981, the California State Railroad Museum in Sacramento will celebrate its Grand Opening with a National Railroad Fair the likes of which haven't been seen since the great Chicago Railroad Fair of 1949. The focus of the event will be a pageant featuring a wide range of historic locomotives and a theme of railroads in music. While final commitments are not yet firm, locomotives attending are expected to range from the Smithsonian's *John Bull,* Chessie's *Tom Thumb* and Southern's *Best Friend of Charleston* to the UP's 8444 and Challenger 3985 and Southern Pacific 4-8-4 4449 in *Daylight* colors. Of course, a large number of nearby smaller engines will be in attendance, such as Castro Point's beautifully restored SP 0-6-0 1269. For full information on the activities as they develop, contact Railfair Sacramento 1981, 930 Front Street, Sacramento, CA 95814.

THE CHALLENGER STEAMS! After months of this-is-way-too-good-to-be-true breath holding, the Western railfan community had cause for great jubilation on January 17, 1981, when Union Pacific 4-6-6-4 3985 steamed from a coal fire on her own grates for the first time in over 20 years. In a project initiated by the "3985 Committee" of volunteer UP employees, the Challenger was removed from display alongside the Cheyenne depot and moved to the nearby UP roundhouse on September 24, 1979. After a year of work by the volunteers, the project was given the full backing of the railroad in an effort to have the engine available for the festivities at Sacramento in May.

On that January 17 weekend, the 3985 was steamed up to test various appliances, and she was permitted a bit of test running around the yard. Much work still remains, but there's little doubt that she'll be the hit of the show at Sacramento from the standpoint of sheer size; the 3985 is, of course, the largest locomotive in the world presently under steam.

Present plans call for the 3985 and 4-8-4 8444 to doublehead out of Cheyenne on April 25 with a freight consist—for braking power—and business cars for Sacramento. They are expected to lay over at Green River, Salt Lake City, Elko, Portola and Oroville, pulling into Sacramento on May 2. The most spectacular single day should be Thursday, April 30, when the 8444 and 3985 will be split up over two restricted bridges on the Western Pacific while doubleheading down the Feather River Canyon. The return trip is planned for May 11 with layovers at Oroville, Portola, Winnemucca, Elko, Salt Lake City, Pocatello and Green River. At Pocatello the 3985 will lay over while the 8444 handles an excursion out of Boise. Unofficial sources report that the 3985 will require some additional running gear work after the Sacramento run and she will not be subjected to any "heavy" train handling until that work is completed. As yet, no public excursions have been announced for the Challenger.

***DAYLIGHT* AGAIN!** After months of negotiation, the Southern Pacific has taken *American Freedom Train* GS4 4-8-4 4449 under its wing to represent the company at the festivities at Sacramento on May 2-10. On February 2, the 4449 was moved from the UP freight house in Portland to SP's Brooklyn Roundhouse to begin restoration to serviceable condition under the direction of her *Freedom Train* CMO, Doyle McCormack, now an engineer for the SP. A test run on freight to Eugene and return is anticipated for sometime around March 31, after which the GS4 will be painted into authentic *Daylight* colors. She will then haul a public excursion sponsored by the Pacific Northwest Chapter NRHS from Portland to Sacramento on April 25-26. The return to Portland has not yet been firmed up.

CONNECTICUT'S SPV-2000S The 13 Budd SPV-2000 self-propelled railcars purchased by the State of Connecticut last year have had more than their share of teething problems. The twelve cars which were intended to provide virtually all service on Amtrak's Springfield, Mass., to New Haven line suffered so many road failures that in late December and early January all were returned to Budd's plant in Red Lion, Pa. The necessary repair work, which will be under warranty, reportedly includes 96 retrofits to each car. The thirteenth car, ConnDOT 50, which was assigned to Conrail's Danbury-South Norwalk commuter line, is still in Connecticut. It is reported that the depowering of two axles—done to allow the car to be operated without a fireman—cancelled warranty coverage.

The SPVs, which cost approximately $1 million apiece, are expected to return from Budd one or two at a time following modifications and thorough testing. The first are expected back in early February, with the entire fleet due on the property by June. In the meantime, train watching has been much more varied on the Hartford line. Following several SPV road failures on Christmas Day, the new Budds were not allowed out by themselves—an F40, E8 or even a work-train Geep could be found accompanying them. Passenger locomotives and Amfleet cars were also seen on former-SPV schedules. By mid-January, operations had stabilized with F40s and 495-series E8s with Amcoaches holding down most of the runs, and at least six of the venerable Budd RDCs—including both *Roger Williams* cab cars—are still on the line. In addition to the strain on its equipment availability, Amtrak has had to pay crews to turn the conventional trains at both Springfield and New Haven, an expense it would undoubtedly like Budd to pick up—SCOTT HARTLEY.

TEXAS & PACIFIC 610 Having completed four years of excursion service on the Southern Railway, T&P 2-10-4 610 returned to Ft. Worth, Texas, under steam from Birmingham, Ala., by way of Memphis and Little Rock on January 24-31. She will be stored outdoors but very secure within the Ft. Worth Federal Depot in the company of the Trinity Valley Railroad Club's passenger cars. The possibilities for future trips seem a bit more promising now than when she left for the Southern a few years ago, although no specifics are yet available.

NORTHWESTERN STEEL & WIRE They wasted no time in moving NSW 0-8-0 73 from the steel mill where she was the last engine to steam on December 3, 1980, to a permanent display site near the Dillon Home Museum in Sterling, Illinois. On January 19, the C&NW towed the 0-8-0 to the east side of town and Hulcher Emergency Services' Caterpillar side-booms moved her off the tracks to the display site 50 yards away. Traffic on the C&NW Chicago-Omaha main was halted for about four hours.

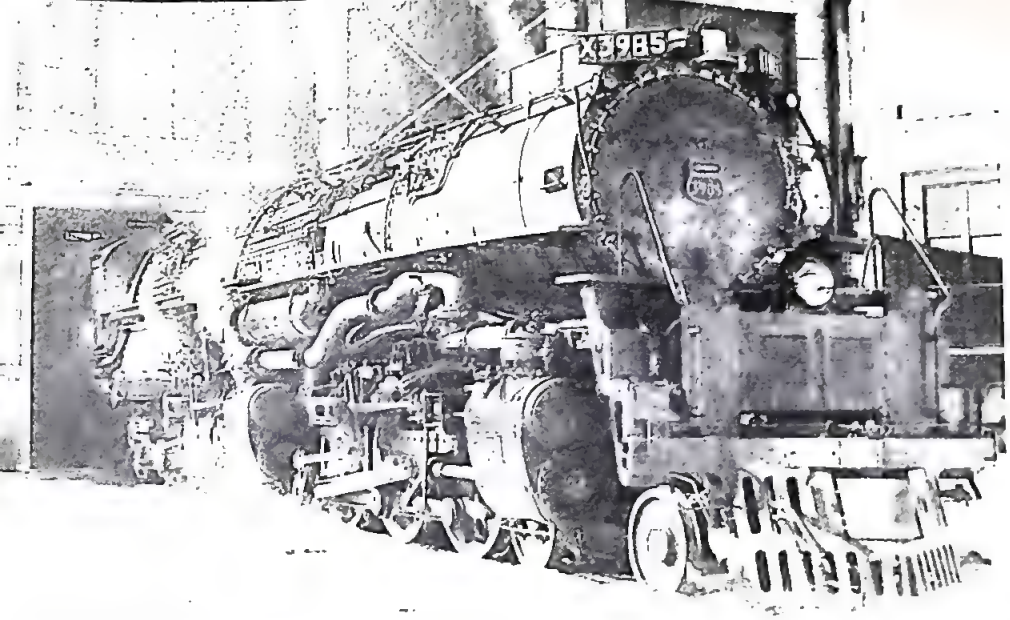
STEAM HAPPENINGS Sam Freeman's ex-FEC 4-6-2 148, formerly used on the Black River & Western and Whippany River tourist operations in New Jersey, is now at the New England Boiler Works in West Springfield, Mass., for overhaul. She is optimistically lettered for the **Adirondack Railway**, the trouble-plagued New York road that may not survive to see 148's completion.

Pere Marquette 2-8-4 1225 is "about two-thirds complete" in its restoration by the **Project 1225** group in Michigan. On November 29, 1980, it was moved from the site on the Michigan State University campus to a Chessie siding pending eventual movement to a new site where the restoration can be completed. The actual movement of the engine was done as a donation by Williams Brothers Asphalt Paving of Ionia, Michigan. The 1225 still needs lagging, jacketing, a number of minor jobs and some running gear work.

Rio Grande "Mudhen" K27 2-8-2 464 was sold by Knott's Berry Farm in California to the **Huckleberry Railroad** near Flint, Michigan. It was loaded aboard a highway flatbed on January 27 for shipment to the Huckleberry, which has a very extensive three-foot-gauge operation that includes some fine locomotives and rolling stock. The 464 will be put into operating condition and may be made available for special occasions in authentic D&RGW livery.

THE ACE 3000 Since it was introduced to the public last fall (and described in our January 1981 issue), the American Coal Enterprises ACE 3000 second-generation steam locomotive project has made substantial progress. The railroad industry has taken the concept seriously, and a number of major railroads have been giving it intensive study. The general consensus seems to be that the concept is viable and that the technology is available, practical and potentially reliable—and with the recent increases in the price of diesel fuel, a coal alternative becomes even more desirable.

The ACE people have been exploring potential erection sites for the project, and among those seriously mentioned are Philadelphia, Reading or Pottstown, Pa.; Charleston, W. Va., and Akron, Ohio. The steam boiler industry is being closely investigated to find sub-



THE CHALLENGER STEAMS! At Cheyenne, Wyo., on January 17, 1981, Union Pacific 4-6-6-4 3985 steamed from her own coal fire for the first time in over 20 years. In a restoration initiated by UP employee volunteers and now having the full backing of the railroad, the Challenger will doublehead with 4-8-4 8444 to the celebrations at the Grand Opening of the California State Railroad Museum in Sacramento in late April.

RAY KENLEY

UNION PACIFIC is trying another lettering variation on its diesels. New SD40-2 3779, at La Grande, Ore., on January 1 (**beneath**), has big numbers moved to cab side and herald moved to the nose. Better readability by TV scanners is the apparent reason. Last September and October the UP tested an N&W SD45-slug-SD45 set (**below**) in helper service out of La Grande but seemed to be unimpressed. The set is shown at La Grande on September 15 ready to push over the Blues.

MIKE KOTOWSKI

TWO PHOTOS: JEFFREY L. TORRETTA

TEXAS & PACIFIC 610 returned home to Ft. Worth, Texas, on January 24-31 after four years on the Southern. The big 2-10-4 is shown here on one of her last Southern runs, Atlanta to Birmingham, October 27, 1980.

AARNE FROBOM

PROJECT 1225 people moved Pere Marquette 2-8-4 1225 from its display site at Michigan State University on November 29.

JOHN LEOPARD

NORTHWESTERN STEEL & WIRE wasted no time in moving 0-8-0 73 to its display site at the Dillon Home Museum in Sterling, Ill. Hulcher side-booms did the work January 19.

Railnews

contractors or suppliers for various appliances or hardware, and the only problem seems to be finding components currently in production for such a small boiler as required by the locomotive. The state of the art of such elements as boilers, bearings and lubrication indicate a big improvement over steam-era technology will be immediately available. The industry seems to concur that the basic "numbers" for the ACE 3000 check out, and the concept of computer-controlled firing and performance is finding surprisingly little resistance. At the moment, they are still projecting two ACE 3000 prototypes by 1982.

GENERAL ELECTRIC It was announced on January 30, 1981, that General Electric has been selected to deliver 39 E60C electric locomotives to the National Railways of Mexico for the electrification of the Queretaro Division, which handles the heaviest traffic in Mexico. This is the first stage in a long-range electrification program for Mexico which will extend over the next five to ten years. The first NdeM E60Cs are scheduled for shipment from Erie, Pa., in the third quarter of 1982. Initial information indicates that the 6000-h.p. freight units will be double-ended like the Amtrak passenger E60CPs; the only other E60s presently in service are the single-cab versions on the Black Mesa & Lake Powell in Arizona.

BOSTON'S MBTA Five new F40PHs were put into MBTA service in early January. The 1013-1017 bring the system's F40 fleet to 18 units, and the new ones differ from the earlier F40s in having silver rather than black around the front windows as well as a relocated bell up between the windows, a five-chime air horn and two fewer front classification lights.

Unfortunately, that may be the last good news from Boston's commuter system for a while. The Rhode Island DOT, which subsidizes four B&M commuter runs to Providence, decided to cut off payments for those trains effective January 28, 1981. A last-minute court injunction gave B&M service in Rhode Island a temporary reprieve, but the future looks dim.

Meanwhile, a budget crisis that originated in the MBTA's subway and bus operations is havings its effects on commuter trains. Service cuts scheduled for February 1, 1981, called for an end to all runs on the three-mile Winchester-Woburn branch, twelve off-peak trains on other lines to be dropped and five stations to be closed. An equipment crisis is due this summer when the bulk of the cars leased from GO Transit will have to be returned to Toronto, with no replacements in sight. The MBTA's last active E-unit, ex-PRR E8 4261, is scheduled for retirement as soon as the service cuts become effective. After two years of new equipment and route expansion, it appears that Boston's MBTA B&M commuter system may suddenly be facing hard times—TOM NELLIGAN

POTLATCH CORPORATION In 1980 Potlatch Corporation purchased 115 miles of the Milwaukee Road trackage, primarily along the St. Maries River in northern Idaho, to continue its lumbering activities after the Milwaukee ended its western operations. Included in the purchase were high-hood GP9s 292, 301 and 322; they were sent to Morrison-Knudsen of Boise for remanufacturing, including chopped noses and ditch lights on the end sills. They are painted brown on the lower frame, buff through the center and topped off in black with black stripes and lettering for the new St. Maries River Railroad. The 102, ex-Milw. 301, was the first completed on December 12, 1980, with the 101 and 103 to follow in early 1981—NORM ANDERSON.

MOTIVE POWER NEWS: The **Southern Railway** has taken delivery of the first six EMD GP39X models. Pulling 2600 h.p. out of a twelve-cylinder turbocharged 645F3 engine and equipped with the Super Series wheel control system, the units will stress fuel economy and pulling power. EMD order number 786284, the units carry road numbers 4600-4605. The spotting features are the deep GP50-style radiator grilles with only two fans.

The new **Electro-Motive Division** catalog for 1981 lists the new GP50 and SD50 along with a continuation of the complete Dash-Two series. This is the first time EMD has introduced new locomotives without discontinuing their predicessors.

In the interest of developing a heavy fuel-efficient switcher, the **Norfolk & Western** has created a pair of "GP4-1/2s". GP9s 903 and 905 have had their first eight cylinders blocked off and are working only on the rear eight (four on each side) of the V16 567 engine. The resulting 875-h.p. units should develop about the same low-speed power as the full 1750-h.p. GP9, with only half the fuel consumption. The 903 has had the unused portion of its crankshaft replaced with a new straight "axle", while the 905 has additional counterweights added onto the four unused "throws." The sound should be fascinating.

The **Chicago, Madison & Northern,** whose NW2 is pictured in color on page 2, has acquired American Crystal Sugar F7 64, former-D&RGW 5644, from Rocky Ford, Colorado. On February 2, the Janesville, Wis., based operator expanded its lines with the acquisition of the old Illinois Central branch from Freeport, Ill., to Madison, Wis. The railroad also rosters former-ACL E3 501.

The **Grand Trunk Western** has been rebuilding some of its Alco switchers into "Alley Cats," by replacing the old Alco engines with 1000-h.p. twin-turbocharged Caterpillar engines swinging a GE main generator of the type used in its U10 export models. They reportedly have very snappy performance.

Morrison-Knudsen has been busy. On December 29 it turned out the first TES3-6S for the **Santa Fe;** the 5497 was formerly SD45 5515 and has been fitted with a 3600-h.p. Sulzer 16-ASV 25/30 engine. The first of four for the AT&SF, the unit is similar to Union Pacific 60 pictured in our January '81 issue. Both units have the carbody sides widened two inches. In addition to the five **Maryland DOT** F9PHs (pictured on page 2), M-K is rebuilding one additional F7 for them with only the Cummins HEP unit and full cab controls for push-pull service.

The **Union Pacific** is trying another lettering variation on its locomotives, reportedly to provide better readability by yard TV scanners. The shield herald has been moved to the nose and the 20" numbers with a heavier black outline have been moved to the side of the cab. The first units to get the treatment were SD40-2s in late-1980 delivery. In late September the UP borrowed a **Norfolk & Western** SD45-mate-SD45 set to test the idea of the road slug in helper service over the Blue Mountains out of La Grande, Oregon. N&W SD45s 1767 and 1768 were teamed up with road slug 9920, former-EL SDP45 3637 which was damaged in a wreck. The 9920 (and sister 9921) also carries fuel for its mother units. The UP was apparently less than thrilled with performance and has not followed up.

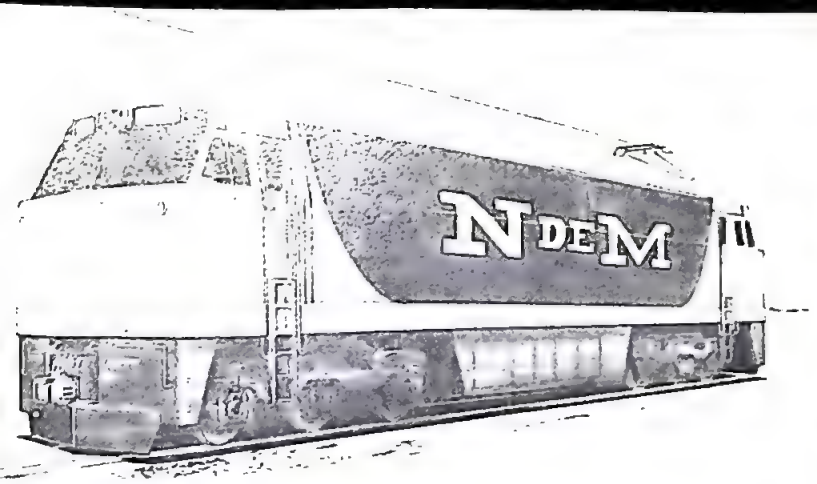
Following the Cotton Belt 7770-7773 of last year which were officially labeled "B30-7s", **General Electric's** first legitimate B36-7s were delivered to the **Santa Fe** in January. The 16 units, 7474-7489, have 3600 h.p. and the new high-adhesion wheel creep Sentry Wheelslip system along with the new high capacity alternator and 752AF traction motors. The engine is considered a fuel saver with its increased available adhesion, lower engine idle speed, decreased radiator fan horsepower, modulated dynamic brakes and an improved turbocharger. The **Southern** will be getting six B36-7s, 3815-3820, in early 1981.

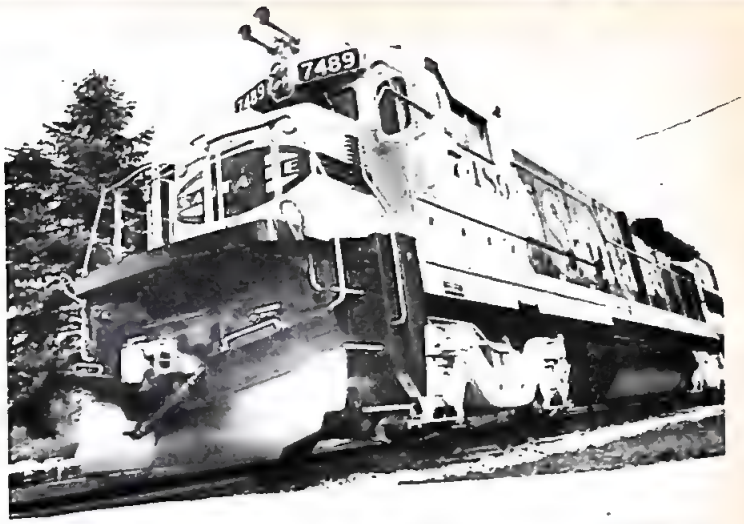
In the hot rumor department—that means don't bet the ranch, but if it turns out to be true, remember you heard it here first—we hear that **Bombardier**/Montreal is building an order of HR616s (that's a new designation for the M630) for the **Canadian National** that will be full cowl units. Although Alco had such a unit designed many years ago, no full cowl units have ever been built in the Alco/Montreal/Bombardier line.

Auto-Train has leased four Amtrak E8s to be used while A-T's U36Bs are being overhauled, and one Amtrak heater car has also been seen.

The **Port Jersey Railroad,** which began operating in Jersey City, N.J., in 1974 with only a Whiting Trackmobile, has acquired ex-Southern NW2 1032H. A yellow hood stripe has been added to the SR black, gray and gold.

GO WEST Lacking sufficient equipment to handle the extra passengers wishing to travel during the holiday season, VIA Rail Canada leased several complete trainsets from GO Transit over the Christmas-New Year just past. VIA used the leased GO trains of F40PHs and bilevel commuter coaches on the busy Toronto-London-Windsor corridor—BRIAN C. NICKLE.





GENERAL ELECTRIC has announced that it is building 39 E60C freight electric locomotives for National Railways of Mexico for late 1982 delivery. The Santa Fe has received the first production B36-7s (right), 7474-7489.

ART AND PHOTO: GENERAL ELECTRIC

TWO PHOTOS: NORMAN E. ANDERSON

MORRISON-KNUDSEN repowered Santa Fe SD45 5515 with a 3600-h.p. Sulzer 16-cylinder engine to produce TE83-6S 5497, at Barstow, January 17.

POTLATCH CORPORATION is having Morrison-Knudsen rebuild three ex-Milwaukee Geeps for its ex-Milwaukee St. Maries River R.R.

DARRELL LAND

NORTON D. CLARK

SOUTHERN RY. received six new GP39X units, 4600-4605, which get 2600 h.p. from a turbocharged 12-cylinder engine. Ludlow, Ky., January 24.

BOSTON'S MBTA has received five new F40PHs; 1013-1017 have no black around front windows and have new horns and bell placement.

AUTO-TRAIN has leased four Amtrak E8s while U36Bs get shopped. Two Amtrak E8s and a heater car were at Sanford, Fla., (below) on January 12.

ROBERT T. CLARK

Whistle-stopping

The 1980 Presidential campaign just barely managed to keep alive one of this country's most colorful political institutions: the "whistle-stop special". Ironically, it was Illinois Congressman John Anderson who maintained the tradition started back in 1858 by Stephen Douglas, also from Illinois.

The Douglas train had the distinction of carrying on a flat car a cannon which was shot off on arrival at stops along the route. Partially because that type of stunt would not attract the votes of moderates and liberals Anderson needed, the cannon didn't make this trip. Besides offending potential supporters, the sight and sound of a cannon blast probably would have violated local noise ordinances, air quality standards and a host of other regulations, in addition to scaring the daylights out of the candidate's squad of Secret Service agents. Also, you can't just look in the *Yellow Pages* under "cannons" and expect to find one for hire on a campaign train.

For now at least, the Anderson train may hold the distinction of being the briefest trip on record. The November 1st ride from San Jose to San Francisco covered 46.9 miles, far short of the 350,000 miles travelled by Franklin D. Roosevelt, who made 399 trips, both as a candidate and four-term President. Roosevelt's trains usually traveled at a top speed of 35 miles an hour, which no doubt created headaches for railroad officials who had to give the special train priority over regular operations.

Anderson's brief trip was a scaled-down version of the candidate's original plans, which called for a two-day journey from his home in Rockford, Illinois, via Chicago to the Madison, Wisconsin, hometown of Vice Presidential candidate Patrick Lucey. Anderson's media advisers wanted to run the train right after the Democratic National Convention. They figured the uniqueness of the event would draw much more coverage than two days of conventional campaigning would bring them. Unfortunately, money, a commodity that was not abundant in the Anderson campaign, was the main obstacle to that trip. It would have cost at least $60,000—payable in advance—for the train to make the run. In addition, several thousand dollars would be needed for phones for the press, food and other incidentals. Much of that cost would have been repaid later by the media and wealthy contributors riding along for parts of the trip. The Anderson campaign at that time had not qualified for federal matching funds and had no way to put up the money, which would not be reimbursed for several weeks. A trip of that length, (250 miles) also had other logistical problems brought about by the need to coordinate activity involving Amtrak, Milwaukee Road and Illinois Central Gulf, not to mention the Secret Service, dozens of local police departments and volunteers in communities along the route.

The failure of that trip quickly dampened the national staff's enthusiasm for another train ride proposal. So when Rich Brady, a northern California backer of John Anderson, proposed in mid-September that a train be operated between San Jose and San Francisco, the reaction was mixed. The lower level staff members on the West Coast liked the idea, but the national staff, still smarting from the cancellation of the Madison trip, offered no encouragement. Brady says the national staff vacillated several times, approving then rejecting the plan. Finally, Brady was told the train could run *if* he could come up with $10,000 in a week's time. Brady believes the national staff was thinking there would be no way the money could be raised and the call for the money was just an excuse to avoid having to say no. Northern California, however, was the ideal place for a challenge like that to be issued. A week later, much to the surprise of the national staff, $11,000 dollars was raised for the trip.

Dealing with Southern Pacific proved to be much easier than the Anderson staff expected. Brady took the idea to SP's manager of commuter train operations, Gerald D. Pera. Pera, who is a former mayor of Half Moon Bay (a small town on the California coast about 30 miles south of San Francisco), liked the idea and moved the proposal all the way up to SP President Donald K. McNear. McNear approved the plan, and in the interest of fairness to the other candidates offered to run special trains for them.

The original plan called for a three-car train with a lounge for campaign supporters willing to pay $50 for the ride, a coach for the press and the business car for the candidate and his staff. As soon as the trip was announced, it became clear that more cars would be needed; a diner was added for Anderson supporters and a sleeping car was added for the media. The diner (number 290) was built for use on the *Sunset limited.* On this trip, the kitchen was closed and the linen and silverware were locked up. Anderson staff mem-

JOEL KAMISHER

A campaign train was a media bargain for Presidential candidate John Anderson.

KYLE BREHM

DEPARTING FROM SAN JOSE, candidate John Anderson waves from the balloon and banner bedecked rear platform of Southern Pacific business car *Oakland* on November 1, 1980. The whistle-stop campaign train to San Francisco gained him much national press coverage at a cost substantially less than equivalent advertising time. SDP45 3204 carried a colorful "drumhead" like that on the rear platform depicting the candidate and a stylized steam train (**far left**). Departures and arrivals were done like fantrip movie runs, with the train departing for the press and TV crews to photograph and then stopping just down the track to permit them to catch up and board the train.

by Joel Kamisher

bers set out light snacks on the tables and served drinks in the lounge car (number 291). The Audobon lounge, with its mirror bar, was also built for the *Sunset Limited* in 1948 by the Budd Company. Coach 293, a former *Shasta Daylight* car, and sleeper 296 (a 10 roomette 6 double bedroom car, also built for the *Sunset Limited*) were used by the press corps and some of the Anderson Staff. All of these cars—the SP's only remaining non-commuter passenger equipment—look as good as the day the entered service and are kept in Oakland for use on shippers' specials. The sleeping car was used to store equipment needed by television crews. Some of the radio reporters used the rooms as studios, recording their voice reports with the train noise in the background. The coach, lounge and diner were also used on July 1, 1980, for a San Francisco to San Jose round trip known as "The Gold Spike Special." The train, which carried Governor Jerry Brown and local dignitaries, was run to mark the takeover of SP's commute service by the state.

SP Business Car *Oakland* (built in 1936) brought up the rear of the train. It is normally used by Western Division Superintendent Michael D. Ongerth, who was on the train coordinating activities of the railroad, Secret Service and the Anderson staff. In addition to the normal operating crew, Ongerth supervised about twelve other Southern Pacific police officers and 15 officials on the train, plus another dozen or more SP people who drove along the route and worked at stops in Palo Alto and Burlingame. Commute Manager Pera and three members of SP's p.r. staff were also on the train to assist reporters.

Although Southern Pacific owns the cars, SDP45 engines 3201 and 3204 are leased to the state for commuter service. That meant that their use had to be approved by Cal-Trans officials, which caused a few uneasy moments for the Anderson staff. Rich Brady says what seemed to be a simple decision kept getting passed higher up the line, going all the way to the director of the state's department of transportation and finally ended up on Governor Brown's desk. The Governor decided that his fondness for trains outweighed any thoughts of loyalty to President Carter (which wasn't very high to begin with).

In his four years as manager of Southern Pacific's commuter train service, Pera had not run a campaign train, but he had help from other railroad staff members involved in previous specials run by the system. Southern Pacific claims that in recent years its lines in California have seen more campaign trains than any other part of the country.

During the 1948 campaign, President Harry Truman's special used the same route as Anderson's. Truman made seven trips that year as part of his 21,000-mile jaunt around the country in what many thought was a hopeless battle against Thomas Dewey. Political analysts believe that the more than 300 speeches he gave made the difference between victory and defeat. Anderson clearly hoped that his scaled-down version of Truman's whistle stop campaign would do the same for him. At the start of the trip in San Jose, and at stops in Palo Alto and Burlingame, Anderson called out "All aboard, America" and urged voters to keep the train going all the way to Washington, D.C.

In the 1952 election, candidates Eisenhower and Nixon rode SP lines in various parts of the country. Eisenhower took an SP train from San Francisco after being renominated in 1956. During the 1960 presidential race, Southern Pacific operated a train for John F. Kennedy in Oregon and California.

Running for Governor in 1962, Richard Nixon campaigned by train on SP track from Santa Cruz to Los Angeles, continuing on to San Diego over Santa Fe lines. Well-known political prankster Dick Tuck, a long time foe of Nixon, claims responsibility for giving the signal to have the train pull out of San Luis Obispo before Nixon was finished speaking. Tuck also claims responsibility for such non-rail stunts as the hiring of a group of pregnant black women to picket Nixon's hotel in 1972 with signs saying "Nixon's the One" (his campaign slogan that year).

1964 was a good year for Southern Pacific campaign trains in the Golden State. Vice President Humphrey and Democratic senatorial candidate Pierre Salinger both rode trains through the Central Valley. Salinger used Santa Fe cafe-observation car 1509, which was later bought by Golden West Rail Tours of Los Angeles and used on numerous fan trips. It is now owned by the California Southern Railway Museum. Other trains operated by SP through the San Joaquin Valley carried Senator Robert Kennedy in 1968, Senator John Tunney in 1970 and Senator George McGovern in 1972. The Anderson staff briefly considered retracing the popular valley route but eventually decided to go through the San Francisco Peninsula region. Southern Pacific officials say the car used by Anderson may have operated in some of the previous specials, but they can not say for sure who may have ridden in it.

Aside from insisting on being paid in advance, SP made few specific requests of the Anderson campaign. One was that SP be named as a co-insured party on the million dollar insurance policy carried by the campaign. SP also asked that stations be cleaned up promptly after the event and that the special not delay weekend commuter train operations. The line sees twelve trains each way on Saturdays, and five of them operated during the time the whistle stop special would be enroute. In order to meet this request, plans for the congressman to get off the train and shake hands with supporters at the stations were abandoned.

Pera says SP had some initial reservations about dealing with the Anderson staff, fearing that it might not be able to live up to the agreement. After the trip was over, Pera realized that fear was unfounded. He noted that the decorations were gone almost instantly, and the train "ran so smoothly, it was uneventful." Any problems would have made it difficult to convince SP to run future trips, but Pera says this trip eliminated any fear about future trips. "As long as we are able to, we'll keep on doing it."

When Franklin Roosevelt rode the trains, he had a standing order that the special pull out as soon as he ended his speech. While the audiences enjoyed the dramatic act, visitors were often left on board and reporters were left behind filing their stories. Now, most events are staged for the benefit of television, and the campaign train is no exception. When Anderson finished his first speech in San Jose, the train pulled out just as FDR would have liked it—but in this case it stopped about a hundred yards down the track and waited five minutes for the photographers to walk down the platform at a leisurely pace and board the train. Shades of a fantrip movie run.

Coming into the first stop at Palo Alto, the train stopped a hundred yards short of the station so some of the photographers could get off and walk to the station to film the arrival. In order to minimize the possibility of injuries, the railroad allowed only three television network crews to get off the train at this point. As in other campaign events where access is restricted for various reasons, the network "pool" is required to make its film available to all the crews assigned to the event.

Just south of Palo Alto, the train stopped and backed onto the southbound track before proceeding to the station. This was done for several reasons. It meant that reporters would not have to walk through a tunnel under the track to get to the station, thus saving precious minutes needed to file stories and get back on the train (The Palo Alto station for some reason is the only one with a fence separating north and southbound tracks, which makes it necessary to use the tunnel). Switching to the southbound track also allowed a northbound commuter train to pass the special after the candidate finished his speech.

The train left San Jose at 11:35 a.m. that Saturday, an ideal time for the media and the railroad. The schedule would permit a few extra hours of sleep for reporters working 14-hour days in the last weeks of the campaign, allow them to film the day's largest crowds (about 3000 people in Palo Alto, home of Stamford University, one of Anderson's strongest areas of support) and have plenty of time to edit it for use on network newscasts that evening. The approximately $15,000 spent on the 47-mile trip may seem like a lot of money, but compared to the cost of a minute of prime-time television advertising at about $60,000, the train turned out to be a bargain. Running the train too late in the afternoon on the West Coast would cause the networks to miss their deadlines, preventing the train from being seen by millions of still-undecided voters. The trip's timing also made it easier for newspaper reporters to make the early deadlines of Sunday morning papers.

The Anderson staff wanted to put 15 phones for the media in the Palo Alto station to accommodate about 60 traveling reporters. The phone company was only able to provide two special phones needed by radio reporters to send tape back to their studios. This almost created a disaster, but the staff was able to find some additional phones across the street in stores and offices. The Anderson Rally at Palo Alto was scheduled to last 20 minutes, but the train would wait an-

TWO PHOTOS: KYLE BREHM

PRESIDENTIAL CANDIDATE ANDERSON struck a classic pose from the platform at San Jose. And, yes, kissing babies is still a tradition for politicians (right) even today.

other 20 minutes before departing to give reporters enough time to file their stories based on the speech at the start of the trip in San Jose. In order to protect the traveling press who would be on the phones while Anderson spoke, his staff made sure that nothing new was said in Palo Alto.

The Anderson strategy worked out perfectly; it made sure that couriers were available to pick up film shot on the first leg of the trip, rush it to San Francisco affiliates of the network stations where producers were waiting to edit the reports and send them via satelite on to New York. The rest of the trip was, at least for the national press corps, a free ride. Their only responsibility was to watch for major blunders by the candidate and, though it may seem ghoulish, to be prepared for any attack on Anderson.

The ultimate responsibility for protecting Presidential candidates falls on the Secret Service, which is extremely reluctant to discuss the measures it takes to protect them. Whenever a Presidential candidate is planning a trip, an advance team from the agency comes out about a week before the trip to survey the route, look for potential danger sights, find out where the nearest hospital is and have a plan ready should anything go wrong. The Secret Service advance team in this event included several agents with experience on campaign trains and knowledge of railroad operations. Even after the trip, the agency refuses to discuss specific details because it fears that someone may learn something that could be used in the future. The Secret Service agent interviewed for this article would not even allow his name to be used, which might be an indication of how seriously the agency takes its responsibility.

According to members of the Anderson and SP staffs, the agency had two main worries about the train trip. The most obvious was that someone might take a shot at the candidate as he spoke from the business car platform. In much the same manner as it would do at a regular speech, the Secret Service kept the crowd about ten feet away from the candidate and stationed its agents and local police officers on the roof of each station and some nearby buildings. Other security personnel circulated among the crowd at all times, looking for suspicious individuals.

The other main concern was that someone might try to attack the train while it was moving. In order to guard against that possibility, agents rode in the engine cab, and a highway patrol helicopter flew over the route looking for anything that might be blocking the tracks. If there was any reason that the train could not continue, the helicopter or Secret Service vehicles driving along the road near the tracks would have been brought in to provide alternate transportation.

When a candidate travels by car, police halt traffic at roads crossing the motorcade route so the procession does not have to stop. In the case of the train, crossing gates and signals replaced police in blocking traffic. Southern Pacific and local police were highly visible along the way, guarding key overpasses. Southern Pacific has problems with vandals, but it is nowhere near the degree experienced on Eastern railroads. There is one point on the line known as "shopping cart hill," so named because local kids often dump carts and other objects on the tracks. The other big problem is caused by kids playing "chicken" as trains approach. Many trains, including the Gold Spike Special that ran last July, have come to a screeching halt as engineers dumped the air to avoid hitting someone. About a week after the Anderson trip, several shots were fired at trains in the San Jose area, but stepped-up patrols seem to have stopped those incidents for the time being.

On the train, the security forces never let their guard down. All of the crew members and guests were given routine security checks to see if they were wanted for any criminal activity. Reporters also had to undergo security checks before they were given special passes with their pictures on them. In addition, events like a train ride often require the issuance of another one-day pass before media crews are allowed on the trip. And if that isn't enough, baggage of anyone who travels with a person protected by the Secret Service must have it and recording or filming equipment checked before every trip.

When John Anderson ventured out of his private car to meet supporters in the first two cars, he was watched at all times by agents in front and in back of him. At least two agents stood in the vestibule during the entire trip to make sure that no unauthorized persons entered the private car. On this trip, the Secret Service did not run a pilot train ahead of the special or halt opposing trains. The helicopter and a commute train that left five minutes ahead of the Anderson train served that purpose, as did a second commuter train that passed the special before it left Palo Alto. Three southbound commuter trains, which also ran while the campaign train was on the road, passed without stopping.

The last southbound train arrived at the Burlingame station a few minutes before the special, causing the crowd to begin cheering in the mistaken belief that Anderson was aboard the double-deck commute train. The southbound *Coast Starlight*, running about an hour and a half late, met the special a few minutes out of San Jose. Had it arrived about ten minutes earlier, passengers could have caught a glimpse of the candidate winding up his speech. It may have been held up outside the station, not necessarily for security reasons, but because it would have made too much noise arriving on the track next to the campaign train.

Even with all of the precautions taken by the Secret Service, foul-ups sometimes occur. One of the most famous occurred during the 1972 Presidential campaign. Hunter S.

KEN MEEKER

THE ANDERSON TRAIN was powered by a pair of SP SDP45s. Here it departs Palo Alto under overcast skies.

Thompson of *Rolling Stone* Magazine gave his credential to a man who was just released from a Florida jail on a vagrancy charge. He used the pass to get on the "Sunshine Special" carrying Senator Edward Muskie from Jacksonville to Miami. The man promptly got drunk in one of the lounge cars and began terrorizing other passengers for the rest of the trip. He capped it off by harassing Muskie's final speech in Miami.

The Anderson train had no problems of that nature. Other than the lack of phones in Palo Alto and the difficulty of trying to get through narrow corridors jammed with photographers at each stop, the trip went off without a hitch, winning praise from most on board. The Secret Service was pleased with the safety of the trip; one agent thought Anderson's car was much safer than the limosines normally used by politicians. For many of the reporters accustomed to riding in cramped airplanes and buses, the train was a welcome diversion. Older reporters recalled the days when rail travel was a more common experience and actually longed for its return to political campaigns on a more regular basis. Many of the younger reporters were taking their first train ride. A few had been on Amfleet trains but had never seen a full lounge or diner before. They also had never seen a coach with only 48 seats and more leg room than first class airline seats. The sleeping car was also quite a novelty with its fold-down beds and wash basins. Several card games took place in those rooms during the trip.

Time and money prevented the diner from being used in normal service, so box lunches were passed out after leaving Palo Alto. Beer and soft drinks were kept in ice chests at each end of the press car and also available in the lounge car, served by Anderson volunteers. Southern Pacific would have charged about $10 per person for a full lunch in the diner. With a total trip time including stops of about three hours, there was probably enough time to serve everybody, but Anderson's staff wanted the passengers to join the crowds at the stops, so it would have been difficult to serve the entire group while the train was actually moving. Congressman Anderson was more fortunate. He and his party had Dungeness crab salads for lunch served in the *Oakland's* dining area.

Anderson's spirits were clearly raised by the train ride and especially the large crowd in Palo Alto, according to Rich Brady who rode with him during that portion of the trip. Even though victory was just about ruled out at this point in the campaign by everyone involved, the train trip seemed to bring out renewed optimism on Anderson's part. It's possible that he was more relaxed than in the earlier stages of the race because he knew he didn't have a chance to win. Observers who had been with Anderson throughout the year seemed to believe his speeches on this trip were among the best he had given.

The advance team, composed largely of college student volunteers, had done its work well. The operation required 30 people at each station to set up and take down banners. These people also were responsible for helping reporters find the proper areas to observe the event and find phones and messengers. Another 150 people were involved in leaflet distribution. The Anderson staff was afraid that might not be enough to draw a large crowd because of the Stamford ball game being played at the same time. The football game did briefly create another problem; police indicated they might not be able to provide enough help with crowd control in Palo Alto because the football game was a higher priority. The Secret Service convinced the Palo Alto police to change their priority.

All of the rehearsals and advance planning weren't able to prevent one slip-up: several hundred balloons were supposed to be released when Anderson began his speech in Palo Alto, but they were detached too soon and Anderson never saw them. Also, too many balloons were attached to the roof of the business car, and some of them had to be taken off so that his head wasn't covered by balloons.

By the time the train arrived in Burlingame for the third speech of the day, Anderson was getting more enthusiastic in his praise of train travel and his comparison with the Truman ride to victory. His comments about being able to feel the "throbbing and pulsating rhythm" of the rails beneath the train brought out a few smirks and chuckles from the media area. Reporters are generally cynical and quick to search out sinister hidden meanings in anything that politicians say. Fortunately for Anderson, that remark was left out of most accounts due to the lack of space and time.

At Burlingame, several local media crews boarded the train for the 20 minute ride into San Francisco. For reporter Peter Cleavland of KGO-TV this assignment had special meaning. As a child, he and his family were at the same station in 1948 the day President Truman's train stopped there.

No large crowds were waiting in San Francisco for the train to arrive at Southern Pacific's Fourth and Townsend station. Unlike San Jose, Palo Alto and Burlingame, the San Francisco station is not in a central area where large crowds are likely to gather. Because of that, the final rally of the day was held in Union Square, several miles from the station. Only a few dozen people waiting for a commuter train saw the five-car special end its run right on time. Even before all of the passengers had left the train, workers began taking the signs off the engine and business car, while other employees prepared for the deadhead run back to the Oakland yard, unobserved by the media, Secret Service and thousands who saw it earlier in the day.

Now that the campaign is over, the question of future whistle-stop trains is up in the air for another four years. There is already some speculation that John Anderson may run for President in 1984. California Governor Jerry Brown is also thinking about giving it another try, and he enjoys travel by train. Ronald Reagan rode a regular commuter train between New Haven and New York and even did magazine ads for Union Pacific Domeliners in the 1950s. Rich Brady of the Anderson staff and SP's Gerald Pera are willing to do it again, so the campaign train may be back in 1984. The Anderson staff seems to have proved that at least for a short trip, the train is still a good way to get publicity at a reasonable price.

GORDON S. CROWELL

DOWN FROM LOCK HAVEN to Altoona rambles a ponderous Pennsylvania Railroad Il 2-10-0 with a mixed consist of high cars and coal on March 20, 1955, at Milesburg, Pa. Even on the secondary lines like this one, the Pennsy had an impressive character all its own.

Photo Line

CENTRAL NEW YORK CHAPTER NRHS restored this former-NYC depot at Martisco, N.Y., on the Syracuse-Auburn-Geneva branch and now use it for meetings and summer barbecues. An antique auto filled out this scene made in 1973.

RICHARD J. ALLEN

WILLIAM BOTKIN

CARL H. STURNER

THE LEHIGH VALLEY had a stranger in midst of the night of February 4, 1973, in the form of Bangor & Aroostook GP7 61 beneath the sand tower at Sayre, Pa. With its highly seasonal and fluctuating traffic, the BAR often leases its excess motive power out to roads all over the country.

Photo Line

DWIGHT JONES

JANUARY 17, 1981 was the day we've been waiting for. Union Pacific 4-6-6-4 3985 was under steam for the first time in over 20 years. After a year of work in the Cheyenne roundhouse by volunteer UP employees, the moment was almost too good to be true. Still needing lagging and appliance work, the Challenger will hit the road in April.

B&O WAGON TOP caboose C2478, built in January 1942, has been refurbished by the C&O Raceland Car Shops and restored to its original 1942 paint scheme for permanent display at the B&O Museum in Baltimore. Enroute to the museum, it was photographed at Chillicothe, Ohio, on December 6, 1980. The B&O Historical Society supplied the lettering data.

CLYDE L. ANDERSON

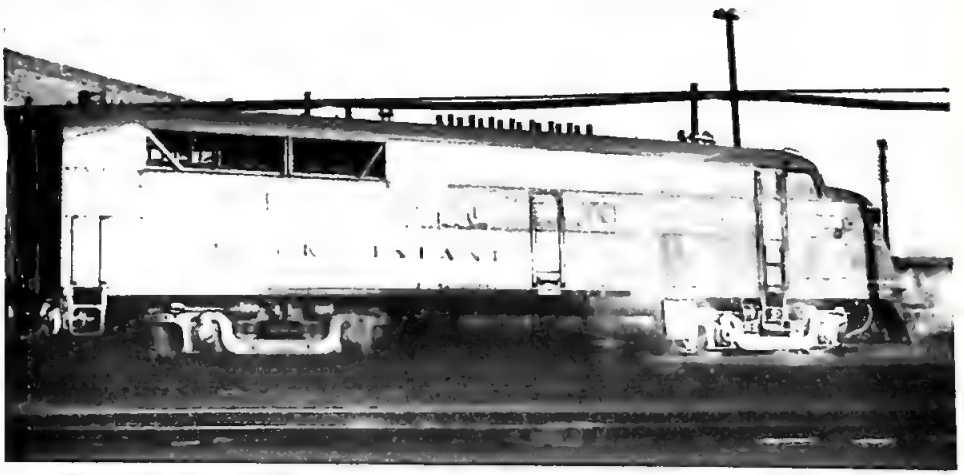
WITH EAGLES FLYING on their flanks, a pair of SD40s lead a "GP16" re-engined Alco RS11 and 36 cars southward on joint Missouri Pacific-Cotton Belt track at Bixby, Illinois, on August 18, 1974.

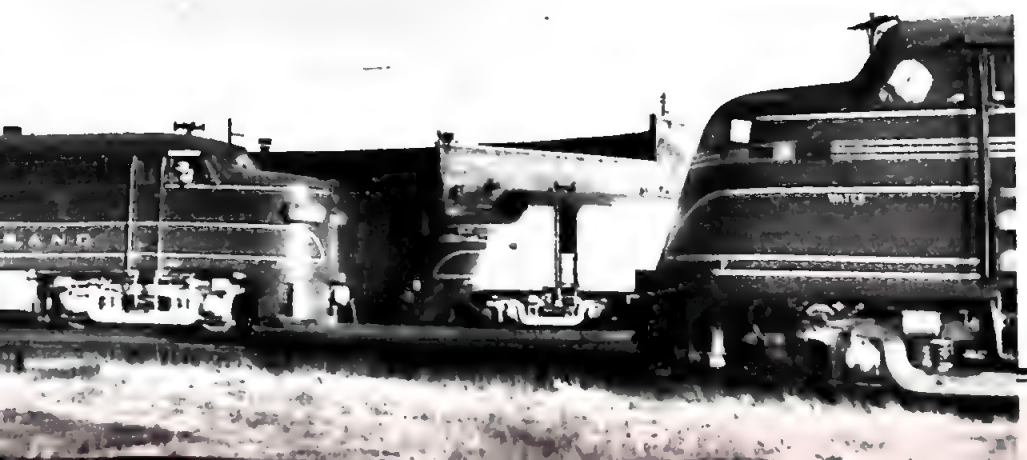
THE PHOTOGRAPHER couldn't resist the opportunity to catch the Ottawa museum's CPR G5 1201 passing through his namesake town, Maxville, Ontario, on a Montreal to Ottawa excursion on Sept. 28, 1980.

MAX S. ROBIN

THREE PHOTOS: JIM SHAUGHNESSY

THE BLUE ISLAND roundhouse south of Chicago was hosting quite a collection of vintage Rock Island diesel power on November 22, 1956. Built in 1937 with 16-cylinder Winton 201A engines rated at 1200 h.p. and carrying GE electrical gear and distinctively non-EMD trucks, Electro-Motive TAs 602 and 603 are models unique to the Rock Island (the unit at right appears to be a third TA judging by the lighting and its position). The TAs also appear to have extensively altered individual exhaust stacks. The unit (above) coming onto the turntable is an FP7, while the Alco (below) is an FA1 that has just been re-engined by EMD.





Coast to Coast

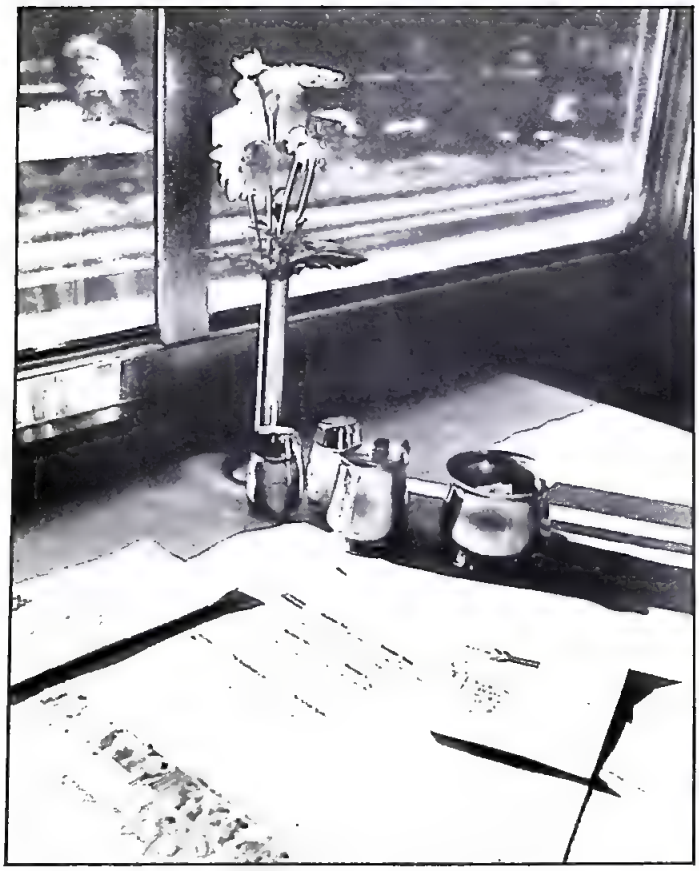
On Amtrak and the D&RGW.

by Scott Hartley

When I accepted a long-standing invitation to visit friends in southern California, the first issue to be considered was how I would get there. I had a one week school vacation in March. After a long cold winter, I wanted to spend as much of that week as possible in the California sun. In order to do that, it appeared that I would have to travel aboard a winged conveyance. But there were certain gaps in my rail route map that could be filled by staying on the ground. Well, I *had* worked hard in law school for the past two and a half years—and by taking an extra week off I could enjoy a leisurely rail journey and still spend a week in the sun. The decision was fairly simple. After all, we must have priorities.

With this matter settled so easily, the next step was to choose a routing. With the able assistance of Amtrak's Hartford ticket clerks Dan Perry and Bill Sample, I came up with an acceptable 3298-mile trip, from Springfield, Mass., to Los Angeles. I would ride the *Lake Shore Limited,* the *San Francisco Zephyr,* the *Rio Grande Zephyr* and the *Desert Wind,* giving me the chance to sample Amtrak's newly converted HEP cars and original steam-heated equipment, the last privately-run U.S. passenger train and an overnight trip aboard Amfleet.

PHOTOGRAPHY SCOTT HARTLEY



AMTRAK'S *LAKE SHORE LIMITED* featured fresh flowers in the diner near Cleveland. New York and Boston sections **(top right)** were combined at Albany-Rennselaer.

Day One

The journey begins at dusk on Saturday, March 1, 1980, at Springfield, Mass., aboard Amtrak 449, the Boston section of the westbound *Lake Shore Limited.* Since the *Lake Shore's* Slumbercoach originates in New York, my room will not be available until the two sections of the train are combined at Albany-Rensselaer. Having made arrangements with the proper officials, I'm beginning my journey in a somewhat unconventional manner by riding the head end for the first 102 miles. Train 449 is more than an hour late into Springfield, delayed by a large brush fire along the tracks outside of Boston. Climbing aboard F40PH 206, I meet veteran Conrail engineer George Munger, who began firing for the Boston & Albany in 1936. He is senior engineer on the New England Division, but due to crew assignment agreements he holds down 448 and 449 six months out of the year. The other six months he handles a nighttime Trailvan hotshot. Fireman William Needham has eight years seniority, and although he's qualified as an engineer, he prefers the regular hours of working the *Lake Shore.*

With passengers aboard, Munger throttles out, and we're underway. Soon after crossing the Connecticut River, the B&A begins its 39-mile climb to the summit at Washington, Mass., 1450 feet above sea level. The ruling grade westbound is 1.65 percent, but the chunky little F40 has no problem at all with 449's seven cars.

This is my first ride on an F40, and I'm impressed. The cab is warm, fairly roomy and quiet. Enginemen seem to like this latest EMD product, which will be the backbone of Amtrak's motive power fleet for the next couple decades. Fortunately, the 206 is not equipped with ghetto grates, as are so many engines in the Northeast. I can concentrate on the tracks ahead and even enjoy the scenery. By night, the Berkshires are dreamlike.

Conrail Division Superintendent E. C. Cross had told me that this double-track line has received nearly one million new ties and many miles of welded rail since 1976. These improvements are quite apparent as 449 negotiates the grades and curves of the west end. Because curves are not yet

ENGINEER GEORGE MUNGER was running F40PH 206 on the Boston section. The "sleeper" 2050 was a Slumbercoach.

superelevated, passenger trains are limited to 50 m.p.h. over this section of line. However, the dispatcher keeps freights out of our way and we roll into Pittsfield without losing any more time.

From Pittsfield, it's a short distance to the New York line, and moments after crossing into the Empire State we duck through State Line Tunnel at Canaan. As we coast through Chatham, engineer Munger tells of firing a North Adams-Pittsfield-Chatham-North White Plains passenger run in the thirties. Today the North Adams branch sees a slow-moving weekday local freight, and many miles of the old Harlem Division south of Chatham have been ripped up in recent years. Much of the fun of railfanning is reminiscing. I'm thankful that as long as we have men like Munger running, those of us who grew up with the Geep can share in that history.

At Milepost 187, 89 miles west of Springfield, we roll onto some brand new railroad for the final 12.9 miles to Albany-Rensselaer. This is Amtrak's Post Road Cutoff, trackage relaid and reopened in October 1979. When the last pair of Boston-Albany passenger trains came off with the inception of Amtrak, Penn Central no longer had use for the cutoff, since New England freight originated or departed from the large yard at Selkirk, south of Albany on the west side of the Hudson. Prior to tearing up the line, PC's offer to sell it to Amtrak was turned down, as the fledgling passenger carrier stated it would never run trains over that route. Of course Amtrak did resume service east from Albany in October 1975, and for four years the *Lake Shore* Boston section had to negotiate a roundabout and time-consuming backup move. The "new" line has been dubbed the "Roger Lewis Memorial Cutoff" by local fans, in recognition of the less-than-farsighted leadership of Amtrak's first president. The speed over the cutoff is 65 m.p.h., and we eat up the last few miles into Rensselaer. Train 449 rolls into the station, located across the river from Albany, at 10:13 p.m., 38 minutes late. I bid adieu to Munger and Needham and drag my suitcase can camera bag into the cold, across to the New York section, searching for my Slumbercoach.

Although Amtrak's conversion of standard steam-heated cars to adapt to head end power (HEP) is welcome in this world of Amfleet monotony, an unfortunate change has been the elimination of car names, the end of an age-old railroading tradition. Car 2050 is labelled simply "Sleeper." From its window configuration I know it's a Slumbercoach. Sleeper 2911 looks like a 10-and-6 Pullman. I climb, aboard, deal with the somewhat aloof car attendant, and settle into my room. A lesson that one learns over years of train travel is to enlist an expert's help when making reservations. When arranging the trip I asked Amtrak's Dan Perry to book me an upper compartment (there's more head room) in the middle of the car (less wheel noise). Room 7 meets both requirements. Good work, Dan.

Meanwhile, the crew of Conrail's passenger station switcher, an elderly SW1, goes to work with appropriate zeal (judging from the jarring concussions!)

to put together the two sections of the train and get us out of town without losing any more time. After combining the sections, the brake test reveals a cripple in midtrain, so the SW1 goes back to work. We finally roll out of Rensselaer and onto the Mohawk Division at 11:16, one hour and 16 minutes late.

I note that the water doesn't work in my room, and a quick check of adjoining compartments reveals that there is no running water in the car. I point this out to the car attendant, who grudgingly admits that is the case. Following a bit of pointed questioning, he tells me it will be fixed at Syracuse. I don't use the toilet, just in case. This will turn out to be a wise decision, as we will arrive in Chicago without ever having water.

With a pair of new F40s confidently speeding our twelve-car train across New York, I decide to inspect the consist, and, of course, visit the lounge car. As we make a quick passenger stop at Schenectady, I meet the only unpleasant railroad employee of the entire trip. Surprisingly, he's a young Conrail trainman. As passengers board, I step to the side of the vestibule to let them pass. The trainman yells at me that I can't stay there. I tell him I'm on my way to the lounge car. He asks if I'm trying to cause trouble. I smile and walk on to the next car. I had presumed Amtrak's employee "charm school" had depleted the ranks of examples of the well-known Penn Central "friendliness." Nope.

The lounge car, number 20219, is actually an Amdinette. Reportedly, some standard lounge cars were included in the HEP rebuilding program. The Amfleet car is annoyingly noisy, and the booth seating arrangement is not conducive to social mingling. Hopefully, a real lounge car will be returned to this train.

Back in my compartment, I sit up and watch the fresh snow swirl up as we speed along the Water Level Route. Our 15-minute stop at Syracuse seems to involve a lot of car inspection, but no one attempts to fix the water in the Slumbercoach.

I pull down my bunk, and despite a couple of flat wheels on the car, fall asleep in a few minutes. Slumbercoach is a wonderful accommodation for the nonwealthy, and it's a shame that the cars are assigned to so few of Amtrak's routes. Although nowhere near as spacious or comfortable as first class, the Slumbercoach charge will give you privacy, a sink and toilet (that usually work), and a bed. The bed may be just a thin mattress on a six-foot-long platform (I'm 6'3"), but it's obviously far superior to spending the night upright in a coach.

Day Two

The last time I rode this route, in 1977, rough trackage kept me awake most of the night. Apparently Conrail's track rehabilitation program has helped, as I don't wake up until just east of Cleveland. I go to the vestibule, open the Dutch door and am greeted by a blast of cold winter air. At Collinwood shops there are rows of dead Fs and Alcos. Enough depression—it's breakfast time.

The dining car, number 8503, a standard car now compatible with HEP, is tastefully refurbished with subdued interior colors. The kitchen also has been modernized with electric and microwave equipment in place of the old wood stoves. There is still fresh food, however, and my eggs, sausage and toast are served quickly, cooked just right. And even though the menu is printed on the paper placemats, there is a fresh flower in the vase at each table.

To a native New Englander, the NYC main line across Ohio and Indiana gets a bit monotonous. I return to my room and do some reading (Erica Jong's *Fear of Flying*—at least the title is appropriate!). We meet and pass a generous selection of freights, an interesting diversion, but it's just too cold to spend much time in the vestibule.

Back to the diner for lunch (soup and smoked ham sandwich—again a good meal, good service) and more flat scenery. By Elkhart, we're only 22 minutes late, and before long we're running on time. Shades of the old Central. Chicago is still exciting to this Easterner, so I brave the cold and flying snow and open both Dutch doors as we enter the metropolitan area. I see EJ&E SDs, WM Geeps on Chessie freights, and other delights. As we flash through Gary, I look for a sign of the South Shore Little Joe assigned there. Only its running gear is visible under a highway bridge. Oh well . . .

We're actually ahead of schedule as we pass bombed-out Englewood station and roll toward Union Station. Stepping across the many interlockings, it looks like we'll be in early until we're greeted by several stop indications a mile out. Stop and start, from signal to signal. Finally a route is found for us, and we roll into Union Station at 3:07 p.m., Sunday, March 2, still three minutes ahead of the advertised.

Day Three

After a couple of days of Midwestern adventures, it's time to be moving on. Now Tuesday evening, March 4, there's a good-sized crowd waiting at Track 24 to board Amtrak train 5, the *San Francisco Zephyr*. Passengers are kept waiting until just a few minutes before the 6:15 p.m. departure time to entrain, resulting in an elbow-to-elbow-to-suitcase rush down the dark, wet platform.

Fortunately, the "Pullmans" are to the rear of the train, and I quickly find Roomette 3 aboard the *Palm Stream*, a former-Santa Fe 10-and-6 sleeper. With still a few minutes left, I wander up to the head end to inspect the consist. We have F40s 313 and 281 (these engines are everywhere!) and ex-E-unit steam generator cars 673 and 675. Behind the power is an eleven-car train: baggage cars from NYC and NP; an ex-ACL baggage-dorm; dome coaches from CB&Q and Wabash; an ex-PRR galley lounge; and a coach, a 48-seat diner and

PASSING BRIDGES, steel mills and refineries, the *Lake Shore Limited* meets an outbound Amtraker **(top left)** nearing Chicago. The *San Francisco Zephyr* was poised for departure **(above)** from Chicago's Union Station with two F40s and two former-E-unit heater cars. The next morning, March 5, they were arriving **(left)** in Denver.

two sleepers from AT&SF. As Amtrak acquires more new equipment, such diverse aggregations will become more unusual.

We roll out of Chicago Union Station on time. The heat in *Palm Stream* is excruciating, my roomette's window is opaque (damned Lexan), but I do have water. I mention the temperature to the BN conductor and the Amtrak car attendant. They agree the car is hot.

Forward to the diner. I'm seated rather brusquely by a waiter, but a few minutes later the steward returns to the car and comes over to chat, apologizing for not having been there to show me to my table. A very classy fellow. I order the "Iowa Chop," an excellent meal for $7.50.

I'm somewhat of a curiosity in the diner: I'm the only patron under age 50; also, I'm the only man not wearing a tie. Perhaps the formal atmosphere aboard dining cars scares off younger, less well-to-do passengers. On many trips, I've seen long-distance riders survive on lounge car snacks for two days. It is true that the diner is a bit more expensive than your average Bun-and-Run, but it will provide good food for lots less than the Ritz.

A conductor enters looking for tickets. I reply, "I'm back in first class." I had always wanted to say that.

In the sleeper the temperature is still tropical. I open the fresh air vents and turn on the fans in unoccupied roomettes and wander forward in search of cooler climes. Up top in dome car 9485—I figure I should ride a few miles in the only former-Q car in the train—I'm surprised to find just two other people. I quickly find out why: a rainy night in western Illinois does not provide a lot of scenery to view from a dome.

One of those two companions turns out to be a young Chicago lawyer. When she discovers I'm a law student taking an extended vacation, I get a short lecture on how I should be preparing for the bar exam. Somewhat guilt-ridden, I return to my roomette where there are law books in my suitcase. There is also a bottle of Dewar's in my suitcase. Again, it's easy to identify priorities.

At 9:34 p.m. we cross the Mississippi River and a minute later make a quick stop at Burlington, Iowa. The rain has turned to snow, and the conductor says there are blizzard conditions farther west. We're making good time through the storms, although the former-Burlington main line is sadly rough riding. Our stop at Ottumwa gives me a chance to step out to the icy platform and take a couple of photos.

Leaving Ottumwa I look in vain for the porter (I had last seen him in Chicago), and finally prepare the bed myself. The temperature is still high as I doze off. About midnight I awake to note the heat is actually off. Thank goodness. At 2:00 a.m. I awake again and it's beginning to get chilly. I pull on the second blanket. Two hours later, I wake up to discover that I can see my breath and that there is ice on the *inside* of the window. From the Equator to the Arctic in just a few hours—the joys of steam-heated equipment! Still unable to locate the porter, I head forward and find the BN conductor in the diner. He assures me that the roundhouse men at Lincoln can fix the problem, so I sit shivering in the warm diner, awaiting the efforts of these miracle workers.

We arrive in Lincoln shortly after 4:30 a.m. I follow the car-knockers around to make sure the work is done. Apparently a steam pipe on my side of the car has frozen up, and enthusiastic banging restores heat. My room is still chilly, but the ice on the window melts and I return to sleep.

A gray morning greets me as we cross from Nebraska into Colorado. The dining car crew puts together another good Amtrak breakfast. I don't approve of paper napkins and plastic cups, but it's still a far cry from Amfleet food. Number 5 rolls through Fort Morgan 25 minutes late. We're only 78 miles out of Denver, but the timetable allows two hours—an average speed of 39 m.p.h. Route of the *Zephyrs*? Hardly, at least with such padding of schedules.

Nevertheless, the BN engineer apparently believes tradition should be maintained, and we hold the limit over the final lap. Past Commerce City and the Denver Stockyards, we soon roll onto a wye, and a Colorado & Southern SD9 ties onto the rear to pull us into Denver Union Station. 11:35 a.m. Mountain Time, 15 minutes ahead of schedule. The train is less than half way through its Chicago-Oakland run, and I'll miss the spectactular portion of the trip, but I leave Train number 5 here, so that I can ride the competition tomorrow.

Day Five

Yes, there still is some competition in the rail passenger business. Two rail routes exist between Denver and Salt Lake City/Ogden. Both carry the name *Zephyr*, but only one is really worthy of the title.

Sitting patiently in the warm, early morning sunlight at Denver Union Station is the prettiest little train I have seen in quite some time. D&RGW 17, the *Rio Grande Zephyr,* is an example of how a passenger train should look, from front to rear the perfect streamliner: An A-B-B set of orange and silver F9s, a former-Alco PB steam generator car, combine 1231, dome coaches *Silver Pony* and *Silver Bronco,* diner *Silver Banquet,* and dome-lounge-obs *Silver Sky.* On board, the midweek passenger load is light. I'm told the train frequently runs full on weekends. A group of about three dozen junior high students on a fieldtrip seems to be the only potential annoyance for the trip.

We're underway on the advertised at 7:30 a.m., Thursday, March 6. We pass three Katy SD40-2s on a southbound C&S coal train and work our way out of Denver. The diner is supposed to open upon departure, but people are lined up half the length of the *Silver Bronco* as suburbs begin to give way to open hills. I join the hungry ranks, and *Silver Banquet* is soon unlocked. Service is good with just two waiters and the steward. I rush through breakfast as I'm anxious to get up to the dome. We roll around Big Ten Curve as I finish my toast.

Back to *Silver Sky,* where I'm able to get the front dome seat. Thanks to the light load today, there will be no difficulty keeping this position for the whole trip. Behind me is a retired couple from Denver, traveling to Glenwood Springs. He had worked 40 years for the D&RGW's Engineering Department and is familiar with every inch of the line. A good person to sit near.

I never cease to be amazed by the *RGZ.* This train, composed mostly of former-*California Zephyr* equipment, is immaculate. And those big windows—real glass—after days of scratched Amtrak Lexan! The view from the dome is breathtaking. We're gaining altitude quickly, and the rails twist and curve, clinging to the mountainsides. From one tunnel to the next, higher and higher. The sun disappears behind clouds and then the snow begins to fall. Visibility diminishes to nothing as the snow accumulates. I brave the blizzard at an open Dutch door as we duck into Moffat Tunnel. On the inside, it looks a lot like Hoosac. Back in daylight, the town of Fraser appears snowed in, with highway traffic at a standstill. It's times like this that being aboard a warm train is so comforting.

We stop at Granby nine minutes late, pick up a few passengers and depart, now following the Colorado River.

Meanwhile, the school fieldtrip turns into an annoyance. The girls discover that the *Silver Sky*'s lounge is the perfect place to play their large tape player. With apologies to my polyester friends, I had really believed (and hoped) that disco was dead. Not on Rio Grande 17 this day. I fear I'll always think of bad disco whenever I recall this trip. The disco queens are going as far as Glenwood Springs. Dome conversation turns to silencing them earlier. There are two suggestions: pretend to be a conductor and announce "Glenwood Springs" just before the next stop (the remote community of Bond), or simply pick up the tape machine and toss it off the train. Instead, we ask them to turn it down; this lasts for at least two minutes.

Rio Grande's *raison d'etre* is apparent as we meet or pass short merchandise runs and heavy coal trains every few miles. The snow ends as quickly as it began as we pass Sulphur Springs. Near Kremmling, large numbers of elk and deer watch the silver train roll past. This is remarkable territory. It snows sporadically as we run down the cutoff from Orestod to Dotsero. West from Dotsero, it's into gorgeous Glenwood Canyon. The gray skies make the towering cliffs even more forbidding. The fieldtrip leaves us at Glenwood Springs, and I decide the diner should be safe for lunch.

Since I had hurried through breakfast, I take more time to check out *Silver Banquet.* Paper napkins and cheaper china are now used. And apparently the larcenous fans have been at work—today's silverware is stamped "Made in Taiwan." An interesting note on the Rio Grande menus: a short prayer is printed at the top. I choose the hamburger with tomato, lettuce and chips for $2.95. More expensive than Amtrak. And despite the excellent service, the *RGZ* food just isn't as good as Amtrak's. Surprising and disappointing.

We're making good time rolling along in the rain near the Colorado. We meet a parade of freights, powered by anything from GP9s to SD40T-2s. The 15-minute stop at Grand Junction allows the power to be serviced and the cars watered. We roll out at 3:30 p.m., ten minutes late, with a new crew and just 35 passengers. This west end of the *RGZ* is what D&RGW proposed for termination a year ago. The ICC said no, and the Rio Grande has subsequently made admirable efforts to promote the train.

The Colorado River disappears to the south as Train 17 rolls into Utah. We're making good time, holding 70 m.p.h. across the bleak landscape. Gray skies, rolling hills and sharp buttes. This is the country Bruce Springsteen sings about in "The Promised Land." We make station stops at Thompson and Green River, towns truly in the middle of nowhere.

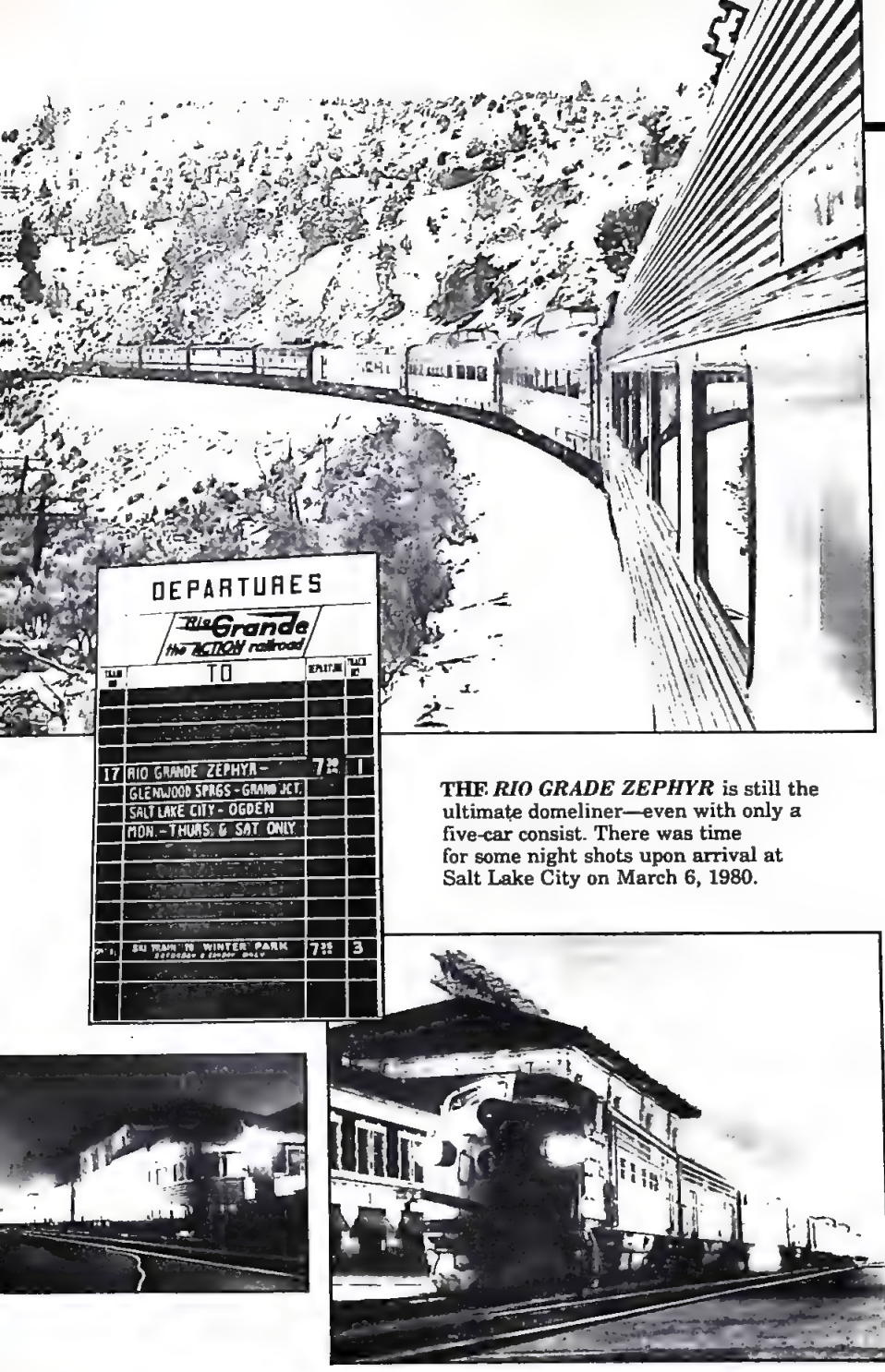
Dusk settles, and the occupants of the dome are all drinking. I join in—after all, we've been on this train for nearly ten hours. I head forward to the *Silver Banquet* to enjoy my last diner meal of the trip (the next rain will be Amfleet). There are only four dinner entrees. I order the Fresh Rocky Mountain Trout. Again, it's only adequate—although the woman at my table eating liver does little to enhance my appetite.

As we lean into the grade toward Soldier Summit, the snows begins to fly again. We still are making good speed, and the dispatcher is getting us around freights with no delays. At the top of the Summit we overtake a long westbound with six units straining on the point. Dropping downgrade again, we negotiate several long curves, finally enter straight track, and F9s are able to break into a gallop.

A quick stop at Provo and the *Zephyr* is on the move again, speeding through the suburbs of Salt Lake City. We roll to a stop at D&RGW's SLC station at 9:25 p.m., five minutes early. This has been a long day, but it's far from over. I grab a few night shots of the *RGZ* and then hike to the UP-Amtrak station a couple of blocks away. I put my suitcase in a locker and wander off to play tourist. In case you're curious, there's not a lot to do in Salt Lake City at 11:00 p.m. on a Thursday night.

Day Six

Union Pacific's waiting room has recently been renovated. Large wall murals at each end are complemented by several stained glass western scenes, including UP steam engines. There is fresh white paint with gold trim and good lighting. However, these amenities do little to improve the moods of 25 passengers waiting to board Amtrak 35, the Los Angeles-bound *Desert Wind,* scheduled to depart at 12:50 a.m., of Friday, March 7. Salt Lake City is only 36 miles from the train's Ogden origin, yet the train is already reported 15 minutes late. Train 35 takes passengers from the westbound *San Francisco Zephyr,* so a few minutes late departure is normal. But soon another sign appears, stating that the train will be 50



THE *RIO GRADE ZEPHYR* is still the ultimate domeliner—even with only a five-car consist. There was time for some night shots upon arrival at Salt Lake City on March 6, 1980.

minutes late, a time that seems like an eternity in the middle of the night. My scanner reveals that the train is just outside of town, blocked by UP freights.

The situation is finally resolved, and the *Desert Wind*—F40 233, a baggage car, an Amdinette and two long-distance Amcoaches—rolls into the station at 1:49 a.m. We're quickly hustled aboard, and four minutes later we're on the move. This will be the first overnight coach ride of the trip, but having been awake for more than 20 hours, I expect to sleep. By pushing back both reclining seats, putting up the footrests and covering myself with a ski jacket, I have prepared a makeshift bed. The only annoyance is the noisy air circulation system seemingly inherent in Amfleet equipment. The *Desert Wind* is slated to get Superliner equipment when enough new cars are on the line, so the lack of sleeper space on this overnight run is supposedly temporary. (Note: the new equipment arrived on the *Desert Wind* in summer 1980.)

By 2:00 a.m. we are speeding along at a good clip on UP's excellent iron, and I drop off to sleep. I awake at 7:40 a.m. Pacific Time, with a stiff back and the majority of limbs somewhat numb. We're about 20 minutes into Nevada. Even though it's *still* overcast, there is a promise of some blue sky ahead of us.

I wander to the diner—Amdinette 20218—and attempt the pancakes and sausage breakfast. This stuff is awful. If Amtrak is going to serve radar food, they've got to learn to make it a lot more palatable. The man sitting at my table is employed at the Department of Energy's Nevada Test Site. He points to the hills in the distance and proudly proclaims that an underground nuclear test is scheduled to begin in a few minutes. I turn slightly pale and make a nervous remark about glowing in the dark. He isn't amused. Oh well, you can't please everybody.

The sun is out as we roll to a stop at Las Vegas. A large crowd of passengers board, F40 291 is added to the head end and an Amcoach is tacked on the rear. We depart at 9:13 a.m., 28 minutes late. The weather turns gorgeous as the *Desert Wind* crosses the Mojave. Union Pacific's track is nothing short of perfect, and number 35 has no difficulty making up time. The UP crews tell me the biggest problem is to not get ahead of schedule. Amtrak allows a ridiculous 18 hours for the train to travel 811 miles—that's an average speed of 45 m.p.h. Thus, for much of its run, this great-grandchild of the *City of Los Angeles* crawls along on 79 m.p.h. trackage. Hopefully the schedule will be tightened up before long—the only way this new train can be expected to attract customers.

We soon cross into California and are meeting freights every few sidings—such hotshots as SSS, LAX and LAXM. Union Pacific's remaining "big engines"—DDA40Xs and DD35s—are in evidence, but the predominant power is lashups of the ubiquitous SD40-2s.

As an Easterner, I had always assumed deserts are flat. I am surprised to learn of some of the grades the UP encounters crossing the Mojave. Our two F40s are straining as they work up the long grade to the summit at Cima. Over the top, we begin rolling down the 2.5% grade. The engines are in dynamic braking, and we hold the 45-m.p.h. limit down to the desert floor at Kelso. Here we stop to pick up the outlawed crew of a westbound drag freight to carry them to the yard at Yermo.

With this stop and the slow descent from Cima having put us a bit behind schedule, the engineer finally gets a chance to treat us to some 79 m.p.h. running. The scenery is beautiful, miles of unspoiled desert with mountain ranges in the distance. Unfortunately, the small tinted windows of the Amcoach offer very restricted viewing, and color photos are impossible. Railfans

have lost a lot with the demise of the Dutch door.

We make the quick stop to drop the freight crew at Yermo, where SD40s are working the yard (only on the UP!), and roll onto the Santa Fe at Daggett at 12:35 p.m., right on time. It's a quick run to the passenger stop at Barstow, with its classic AT&SF depot. Santa Fe engine and train crews replace the UP men, and we're on the move, on time at 12:55.

THE *DESERT WIND* changed its UP crew for AT&SF men at the Santa Fe depot in Barstow (right). The train is aptly named for the Mojave scenery. In spite of a lot of padding in its schedule, this was the only train of the journey to arrive late.

I decide to take a chance on lunch in the Amdinette: microwaved ham and cheese is a bit better than breakfast, but not much. This train needs a real diner. I'm just finishing my Coke as we begin our ascent of Cajon Pass. I really miss the Dutch door as I try to take in all of this railroading spectacular. We're meeting UP and Santa Fe freights, and halfway up the hill the eastbound *Desert Wind* passes on the south track with an AT&SF business car carrying the markers. The engineers exchange radio pleasantries, talk of the weather in L.A. and comment that "there are lots of railfans out today." I'm resentful that I'm stuck inside, enclosed in a climate-controlled metal box.

I'm actually a bit disappointed by Cajon. Track realignments have left scars in the hillsides, marring the scenic beauty. At trackside, the Pass provides a continuous great show of huge diesels lugging freights up the hill, but viewed from an Amcoach, UP's Las Vegas-Daggett section seems much more attractive than Cajon.

As we drop downgrade, the haze and smog of metropolitan Los Angeles first becomes visible. We stop at San Bernardino and then leave on schedule at 2:50. This final lap into L.A., 59 miles with two intermediate stops, is agonizingly slow. The timetable allows one hour and 55 minutes—an awesome average speed of nearly 31 m.p.h. And despite reasonably good iron, we proceed at a crawl, stopping frequently as Santa Fe freights highball past. Our pace is further emphasized by the speeding cars on the many parallel highways.

I take this time to clean up and change before our arrival in Los Angeles. The long distance Amcoaches are equipped with "dressing rooms," a narrow space adjacent to the toilet, each equipped with a counter, mirror, two small sinks and two stools. My only complaint is that the partition separating me from the rest of the car only extends a few inches above my head. Sort of like department store changing rooms. In any event, it's better than trying to get dressed while balancing in the toilet.

Outside, everything is green—after several days of snow, a welcome sight. We continue our stop-and-start pace, dropping passengers at Pomona and Pasadena. We're behind schedule again—it's no wonder. As we approach L.A. it appears that the local inhabitants have decorated every conceivable stationary object with spray paint art. Very popular in this area, I'm told.

We're due into Los Angeles Union Passenger Terminal at 4:45 p.m. As we approach the station, Mission Tower calls on the radio to tell us we'll be held outside to allow 776, the 4:45 *San Diegan,* to leave. Our engineer suggests that we be brought in first to allow San Diego passengers to make the connection. A logical idea, but Mission lets 776 go instead. We finally get an approach, and the *Desert Wind* rolls to the end of its run at 5:02 p.m., 17 minutes late. The most extravigantly-padded schedule of the trip and yet the only train to arrive late.

The route has a great potential, but Amtrak and the contracting railroads need to do a lot more in the way of coordinating schedule planning.

Coast to coast by passenger train. 3298 miles. I had seen many improvements in Amtrak's operations since my last long distance trip. It's true that I had paid extra fare to spend nights in cars without water and heat, but the NRPC's continuing efforts to better its food services and the quality of its own employees was reassuring. The *Rio Grande Zephyr* is undoubtedly America's finest train—not merely because of the mystique of its being the last non-Amtrak varnish and in spite of its less-than-four-star diner. The class of the D&RGW is demonstrated in its physical plant, its equipment and the pride of its employees. It's this class that makes Rio Grande 17 and 18 winners.

Six days on trains? My more conventional friends remain skeptical. Would I do it again? Of course. It *is* the only civilized way to travel.

The U-boats of DeCoursey

PHOTOGRAPHY: HAL REISER

U25BS WITH A SLUG work a DeCoursey Yard job (**above**) and the Newport Job (**left**) along Lowell Street in July 1980.

Classic U25Bs are becoming an endangered species. L&N has its whole fleet working around Cincinnati. **by Hal Reiser**

As we enter the decade of the '80s, railfans are already accustomed to the disappearance of the first generation diesel fleets from the major U.S. railroads. Alco cabs are all but extinct, an RS3 in road service is an extreme rarity, and the last great F-unit fleets can be accounted for on one hand. Of all the first generation road units, it seems that only Geeps will have an eternal life, thanks to rebuild programs which may or may not include nose chop jobs.

What is a bit unsettling, though, is the fact that we are also losing the earlier examples of dieseldom's second generation. Just for the record, the generally accepted beginning of the "second generation" was around 1960 when the three major diesel builders of that time—EMD, Alco and GE—began producing the high horsepwer units specifically designed to replace the earlier steam-era diesels. For EMD this meant the turbocharged GP20 and SD24, for Alco the DL640, and for GE the U25B, its first production road unit. Of these, the two EMD models are surviving in substantial numbers, although many of them have been subjected to "turbo lobotomies" and rebuilt with 645 power assemblies to retain their 2000/2400 horsepower without turbochargers. The Alco DL640s see road service only on the Green Bay & Western, while elsewhere restricted to industrial or transfer service. And the U25B is a candidate for the endangered species list.

Introduced in a high-short-hood configuration in 1959 as General Electric's first true domestic freight locomotive, the U25B was immediately a technologically revolutionary and esthetically interesting machine. Its unitized air system and inertial first-stage air filters had both EMD and Alco scrambling in the next few years to produce comparable units (EMD's GP30 and subsequent GP35 and Alco's Century Series). The U25B demonstrators and first production units for the UP and Frisco had high short hoods—all of which are now retired—with the low nose introduced on Southern Pacific's number 7500 in March 1962 and followed in the next few months with units for the Santa Fe, Wabash and Pennsy. The "classic" U25B is this early version with the flat-topped front-sloped subtly rounded nose and the large one-piece center windshield (beginning in early 1965 GE went to a two-piece center windshield and a slightly different sloping-top straight-front low nose).

Fifteen railroads bought U25Bs (AT&SF, CB&Q, C&O, EL, Frisco, GN, L&N, Milwaukee, NYC, NH, PRR, RI, SP, UP and Wabash), and mergers alone would have whittled the fleets to ten (AT&SF, BN, C&O, Conrail, L&N, Milwaukee, RI, SP, UP and N&W). Of these, only the BN, Conrail and L&N units remain in service, although 14

ex-Rock Island U25Bs have been sold to the Maine Central and many of the Chessie and N&W units have gone to the National Railways of Mexico. The Southern Pacific rebuilt two of its U25Bs into "U25BEs" and has the rest of its fleet in storage pending rebuilding. Currently the largest fleet in the country belongs to Conrail, with 173 units of Pennsy, NYC, New Haven and EL heritage. The BN/Frisco fleet of 62 ranks second, with the L&N's 27 coming in third.

All of the L&N's U25Bs can be found working out of DeCoursey Yard in Kentucky, across the Ohio River from Cincinnati. Still wearing their original numbers, 1600-1626, the L&N units are all big window classics acquired in 1963 and 1964. They were taken out of road freight service and assigned to DeCoursey transfer work in early 1973. Six of them (1603, 1608, 1610, 1611, 1615 and 1620) were rewired and mated to slugs built from retired RS3s. Although some sport the new Family Lines colors, there are still a good number of them in the pure L&N gray with the yellow nose.

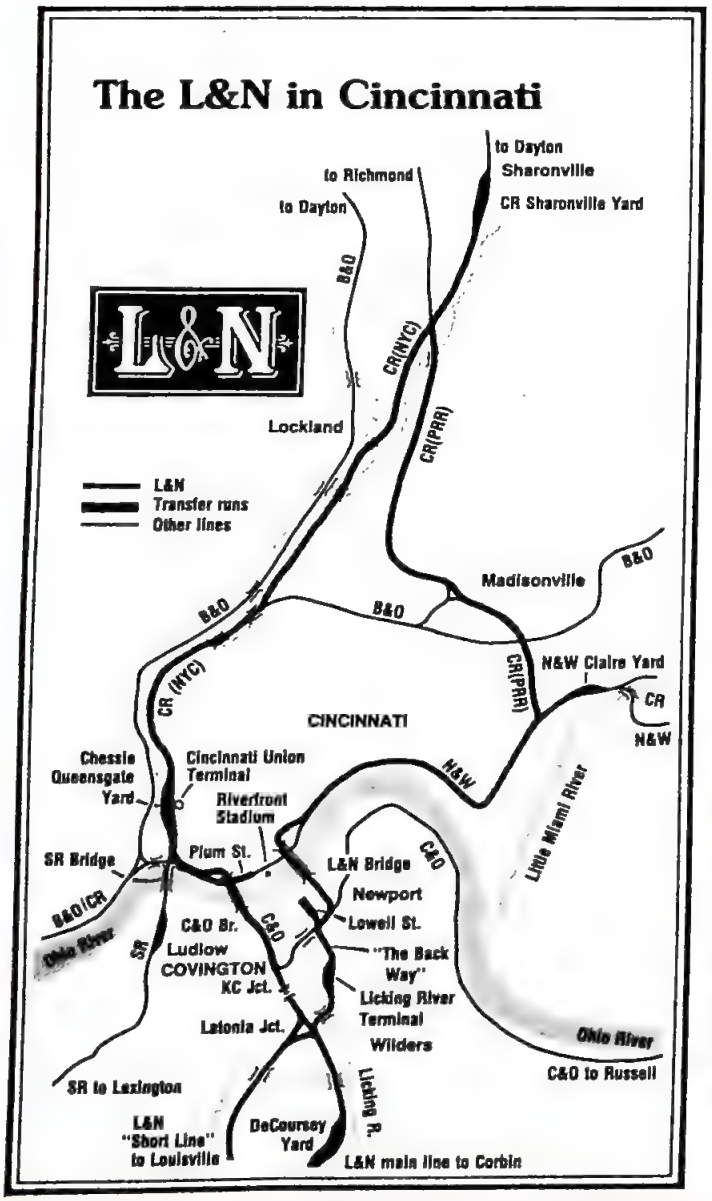
Incidentally, assigned to DeCoursey at the same time as the U25Bs were the L&N's eight former-Oro Dam Constructors U25Cs 1518-1525. Brought north from the coalfields, the U25Cs went into yard and transfer service, with 1518-1522 equipped with hump control and cab signals.

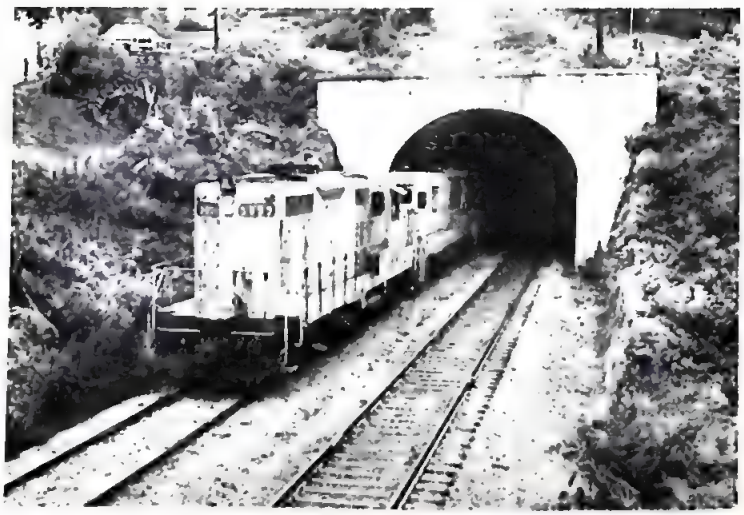
DeCoursey geography

The L&N was the first railroad to venture south from Cincinnati, and that route was the "Short Line" southwestward to Louisville. The L&N was also the first to bridge the Ohio River, with its span at Newport in 1870. In 1880 the competing Cincinnati, New Orleans & Texas Pacific (Southern Railway) line was completed, and in 1890 the L&N purchased and extended the old Kentucky Central to create its present-day Cincinnati-Corbin main line directly south into the coalfields.

The focal point of L&N operations in the Cincinnati area is DeCoursey yard, located on the Cincinnati-Corbin main line about five miles south of the Ohio River. About a mile north of DeCoursey is Latonia Junction where the old Louisville Short Line crossed the old Kentucky Central at grade. From Latonia Jct. the main line continues north to a junction with the C&O and entrance into the city on the big C&O Bridge, while the old Short Line continues its eastward thrust, crossing the Licking River and turning north through Wilders and Newport to the old L&N Bridge over the Ohio (from Latonia Jct. to Newport this line is now referred to as the "Back Way").

Near the former location of the diamond at Latonia Jct. is the site of what was once the Latonia passenger station, and just east of that is an impressive brick building that once housed the L&N's Cincinnati Division offices. Today, part of it is used by the Maintenance-of-Way Department. At one time the Louisville line connected





LATONIA JUNCTION is a busy spot just north of DeCoursey. A loaded LRT train (above) is northbound and turning eastward onto the Back Way. A couple of days later an empty LTR train (opposite top) is southbound on the same track with a U25B and two U25Cs; in the background are the Licking River bridge and the old L&N division office building. A Conrail Geep leads L&N U-boats on a Sharonville job bound for DeCoursey at the tunnel just north of Latonia Junction.

directly with the Back Way by crossing the main line on a diamond and connecting all but the northeast quadrant with wyes. The diamond has been torn up, but the wyes on the west side still connect with the Louisville line. The southeast wye has been upgraded into the only connection between the main line and the Back Way, but the old platforms for the passenger station are still intact.

The Back Way crosses the Licking River and passes through Wilders and Newport to reach the L&N Bridge which crosses the Ohio about a half mile east of Riverfront Stadium. L&N trackage ends at the north side of the bridge where it joins the Norfolk & Western line along the river (this riverfront line which the N&W recently purchased from Conrail was originally Pennsy). L&N transfer runs use the riverfront line to N&W's Claire Yard and then swing north on the Conrail ex-Pennsy track to the former-NYC Sharonville Yard on the north side of town.

Back at Latonia Jct., the main line heads north, ducking through a tunnel and then passing through Covington to KC Junction where it joins the C&O's Ashland, Ky., to Cincinnati main line. One of the things the L&N gained with the purchase of the Kentucky Central back in 1890 was the use of the C&O Bridge, something which proved to be a real convenience years later with its direct access to Cincinnati Union Terminal. The small C&O yard at KC Jct. has diminished in importance with the recent opening of Chessie's huge Queensgate Yard adjacent to the old CUT.

From KC Jct. the L&N uses Chessie track to reach Queensgate Yard, the CUT piggyback terminal and Conrail's ex-NYC route to Sharonville Yard. The only trackage that the L&N owns in Cincinnati is some industrial trackage which runs along Plum Street next to the river which it reaches from the C&O Bridge.

The scenery along these lines is quite diverse with many good photo locations. There are several large bridges, good overall views of Cincinnati and Covington, the tunnel above Latonia and even a bit of street running in Newport.

L&N operations

DeCoursey is the hub of all L&N operations in the Cincinnati area. Being one of the largest yards on the L&N, it requires a good bit of the U25B and U25C fleet to handle all the switching requirements. When the economy was strong there were twelve switch crews working the yard. The yard is split in two, with six crews each working the north and south ends each trick. Normally there are 42 crews based out of DeCoursey to handle all the yard jobs and transfer runs. The recession of 1980 hit the L&N rather hard in the Cincinnati area, and low traffic levels forced the railroad to cut the switch jobs to two in the north yard and three in the south yard. The number of yard crews dropped from 42 to 18.

Along with the switching and hump duties, the U25Bs run a transfer run and several locals which serve only L&N customers in Cincinnati. The transfer run is known as the "LRT," which stands for Licking River Terminal, a coal facility in Wilders that unloads coal brought up from L&N's southern coalfields into barges for shipment along the Ohio River. The terminal has its own motive power in the form of two remote-controlled Alco switchers. The L&N's LRT moves the coal that has arrived in DeCoursey from the south to the terminal. The LRT normally runs once a day, but a second or possibly a third train will be called if the traffic warrants. The first LRT is called around 7:00 a.m. These trains run fairly heavy, and two or three units are required to get the loads up the grade up to Latonia Jct. Though the U25Cs generally stay within DeCoursey yard limits, it is not uncommon to see them on the LRT trains. The Licking River Terminal in Wilders is just across the Licking River from Latonia. From Latonia Jct. LRTs swing onto the Back Way, cross the river and pull right into the LRT yard. The LRT yard is not that accessible, so the best place to catch these trains is between DeCoursey and the river bridge. After delivering the loads, the units pick up the waiting empties and will return to DeCoursey anytime between 11:00 a.m. and 1:00 p.m.

There are three locals that work out of DeCoursey each day. Two operate over the main line-Chessie System route, and one works the Back Way. The main line locals are known as the "CUT" or "Sidetrack" Job and the Plum Street Job. The Sidetrack Job switches the industries served by the L&N along the main line and then crosses the C&O Bridge to work the piggyback terminal at Cincinnati Union Terminal. There are two trains a day, with the first-trick job marked at 7:00 a.m. and the second-trick job called for 4:00 p.m. The first-

trick train works six days a week except Sunday, and the second-trick is a daily train.

The Plum Street Job is also called early in the morning and heads directly up the main line for the C&O Bridge. As it comes off the bridge onto the Cincinnati side, the train drops off the viaduct into a set of tracks known as the Ditch. These tracks lead to the Amtrak passenger depot and the maze of industrial trackage along the riverfront. The train switches the warehouses and industries along Plum Street and generally arrives back at DeCoursey in the middle of the afternoon. Both locals usually rate a single U25B, but a second unit will be added if the consist is expected to be heavy.

The Newport Job is the local that operates over the Back Way, and the principle industries it serves are the scrap yards along the Licking River. Standard power is a U25B-slug set. Because of the way the sidings are situated, the power usually departs DeCoursey backward with the slug leading. If the units haven't been turned before the train leaves the yard, the crew will wye them at Latonia Junction. The train is called at 10:00 a.m. and begins work by switching the industries along the Back Way up to Newport. In Newport the C&O Ashland-Cincinnati main joins the Back Way, and the two lines parallel each other for a short distance. At the point where the two lines meet, the Newport Job leaves the Back Way and drops down under the C&O main to work the street trackage along Lowell Street. By the time the train has reached Lowell Street it is usually around lunch time, so the crew will tie up the train on the street trackage and head for beans. The rest of the afternoon is spent working in Newport, and the train returns to DeCoursey by early evening. The unusual use of a slug on a local freight becomes obvious when the train returns back to the yard. When it leaves in the morning the consist is usually a couple of empty gons and a box car or two, but when the crew finishes up for the day the train has usually grown quite large with the addition of numerous loaded gons of scrap, and that extra tractive effort of the slug comes in mighty handy in moving all that iron around. The rest of the U25B movements out of DeCoursey are the transfer runs to the other railroads in Cincinnati: Conrail, Chessie System, the N&W and, on a few occasions, the Southern.

Conrail interchange

The L&N-Conrail interchange is the busiest operation in Cincinnati and also the largest Conrail interchange on the entire L&N system. When the economy was healthy, five trains a day each way ran between DeCoursey and Conrail's Sharonville Yard. The recession of 1980 cut business down to two trains a day each way. The motive power for this operation is pooled by both railroads. The L&N assigns six U25Bs and Conrail supplies GP7s and occasionally throws in a few rebuilt ex-NYC GP20s. Sharonville's are easy to spot, as the standard lash-up is usually two CR Geeps on each end with two L&N GEs sandwiched inbetween. The reason for this is that the pool agreement stipulates that a CR must be in the lead at all times. There is no set schedule for these trains, and the crews are called when consists are ready.

The crew ratio is split 50/50 by both railroads. Conrail assigns road crews, and L&N's are yard crews. The crews are taxied to opposite terminals before going to work. Thus, an L&N crew will be ferried to Sharonville to take their train back to DeCoursey. The reverse arrangement works for Conrail crews.

The preferred route for these trains is up the main line to the C&O Bridge and onto the ex-NYC main to Sharonville. If, however, it appears that traffic on the Chessie System is going to be heavy, the L&N will route the trains via the Back Way to bypass the Chessie and avoid potential delays.

Chessie interchange

B&O transfers are L&N's second busiest operation. Normally there are two trains a day, but this had dropped to one during the recession. The L&N handles all the trains between the two railroads. L&N transfers take the C&O route to Queensgate Yard where they leave their consist, pick up the B&O cars and return to DeCoursey. The only exceptions are B&O trains known as "Rule-By's." Rule-By's are pre-blocked trains made up at DeCoursey for the Chessie yards at Toledo or Lima, Ohio. Chessie will send a caboose hop over from Queensgate to pick up these trains. This is the only time that Chessie power can be seen at DeCoursey.

Interchange for the C&O is strictly a minor affair with the few cars set off at the ex-C&O yard at KC Junction. These cars are usually handled by the Sidetrack Job, but if there is a need to get them to the C&O in a hurry the cars will be put on the Plum Street Job. The Plum Street Job will also handle any Southern interchange cars, but these are quite rare.

N&W interchange

The N&W interchanges one train a day with the L&N, and it runs between DeCoursey and the N&W's Claire Yard on the eastern edge of Cincinnati in Mariemont. The two railroads alternate handling the train every two months. This is the only job that runs on a set schedule. When the L&N has the train it is called around 7:00 a.m. at DeCoursey. It takes the Back Way and runs the N&W riverfront line to Claire after crossing the L&N Bridge. It returns to

THE NORTH END of the C&O Bridge in Cincinnati has curving ramps and bridges. A Family Lines unit leads a Queensgate transfer (above), while 1601 in L&N colors takes the Plum Street Job down into "The Ditch" at the same location (opposite left and right) on Cincinnati's waterfront.

DeCoursey in the afternoon. When the N&W has the train, the job is called at Claire at 3:55 p.m. This makes photographing N&W units at DeCoursey possible only during the summer months, as the train usually doesn't make it to the L&N until early evening.

Railfanning

Railfanning the L&N in Cincinnati is fairly easy, and despite all the city congestion, chasing a train is possible. For anyone wishing to do so, it is essential to obtain a street map of Cincinnati and the surrounding area which shows the railroads on it. The streets in Covington and Cincinnati are very confusing unless you can get a good idea of the layout beforehand. For those with scanners, the L&N road channel is 161.37, and the yard channel is 161.52. A good place to start is early in the morning at the DeCoursey north yard throat or Latonia Junction. With the Plum Street, Sidetrack and Newport Jobs, the N&W transfer (when the L&N has it), the LRT and perhaps a Sharonville train leaving at about the same time, that short stretch of track can get very busy. Trains heading onto or coming off the Louisville main can also show up during this time. The locals are the hardest to chase. With light trains moving out, they make good speed. The Newport Job is not photographable until just before Newport after it has crossed the Licking River. The best time to catch it is around noon when the crew goes for lunch. Sharonvilles and LRTs are slower-moving drag freights, so the possibilities for shooting them are more numerous. To photograph in DeCoursey, permission is required, and the yard is patrolled by L&N police and you will be asked to leave if you haven't obtained a release.

The future

The future of L&N's U25Bs and U25Cs has already been decided in Louisville. With the CSX merger these plans may change, but for the present these are the L&N's decisions. U25Cs 1518-1525 assigned to DeCoursey will be removed from service and replaced by SD35s 1205-1212 around the middle of 1981. The SD35s are to be equipped with Wabco LSR-100 signal equipment for hump service. As for the entire U25C fleet, plans call for three units to be retired in 1982, eight in '83, ten in '84 and the final batch in 1985.

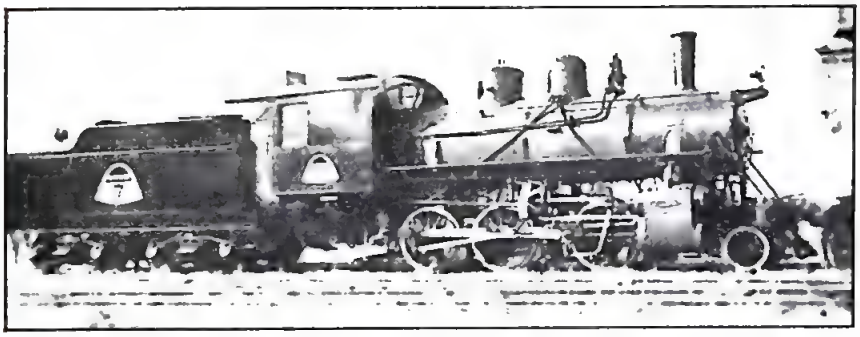
The U25Bs will remain in Cincinnati until the end but will start leaving the roster in 1982. The plans are to retire four or five units per year until 1988.

It is possible that Conrail, BN and MEC U-boats might last a bit longer, but on the L&N the die is cast. With their use in two and three unit sets, it allows one to almost return to the days of the early '60s when the railroads were still in the habit of running their new power in pure lash-ups. Today in Cincinnati, only the different paint schemes give away the date.

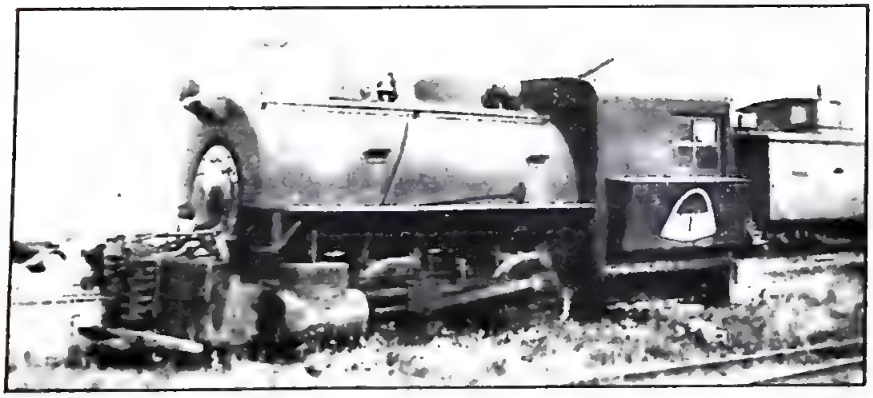
PHOTOGRAPHY: ROGGER LETOURNEAU, EXCEPT AS NOTED

HALF OF THE FLEET of GWWD's 44-tonners rest in the warmth of the shop. The units are yellow to the top black stripe and silver from there up. Lettering is black.

ERNIE PLANT COLLECTION



GEORGE HARRIS COLLECTION



SMALL POWER has been typical of the GWWD. Its steam roster had 0-4-0T No. 1 for yard work and five 2-6-0s for the road work. No. 1 was photographed at St. Boniface in 1947, while 2-6-0 No. 7 was there in 1940. The origin of wooden combine 6—photographed in 1945—is unknown, but most GWWD equipment was bought second-hand from CNR or CPR.

GEORGE HARRIS COLLECTION

GWWD:

A plummetting thermometer ushers in the grey pre-dawn of this Midwestern winter morning. At 0700 the scale registers a frigid 25 below Celsius. The lights in the Greater Winnipeg Water District's St. Boniface terminal are shrouded in an ice fog; as I make my way through the twinkling particles toward a door marked "Station Agent", tiny pinpricks tingle against my cheeks. Unexpectedly, I am stopped short by the first draught of a vaguely familiar aroma—I had all but forgotten to associate the agreeable tang of a wood and coal fire with a railway yard! Aimlessly, the smoke drifts through the still air from the stack of a venerable wooden caboose standing next to the stately red granite station, and I am pleasantly reminded that the "Water District" is far from the typical railroad of this day and age.

No doubt, there are those who may dismiss this Manitoba short line as an anachronism to progressive railroading, what with its slender 60-pound rail, its liberal sprinkling of wooden equipment and archbar trucks, its old Brill and Mack railcars, and its mixed trains. But on the other hand, the GWWD boasts early dieselization, unit trains and mechanized track equipment. It is the blending of the old with the new, of the unusual with the commonplace, that comprises the distinctive charm of the Water District. These attributes help give the road a character all its own. For instance, what other pike begins at Mile 5? It's a clear indication that the railway was not considered a goal in itself, but rather the servant of a gigantic aqueduct, and later of other specialized projects. One searches in vain for a flimsey or a telegraph key, since train movements have always been authorized verbally, first by telephone, then by radio, as trains arrived at specified checkpoints. The GWWD engineman is the senior member of the crew on a freight train. Mixed and passenger trains are also worked by a two-man crew, but the trainman is replaced by a conductor who takes charge of the train. No distinction is made between operating and maintenance personnel, both drawing pay on an hourly basis with overtime adjustments.

Perhaps the municipally-owned road's most distinctive feature—and the one from which are spawned all the others—is its lack of common-carrier status. Thus unfettered by the complicated nuances of regulatory agencies and the railway brotherhoods, the GWWD can pattern its operations on those of regular railways while continuing to utilize older but well-maintained equipment, as well as tailor its methods and organization to suit its own particular needs. As an independent short line, it has the right to alter its tariffs and policies in the smaller political

Manitoba's Uncommon Carrier

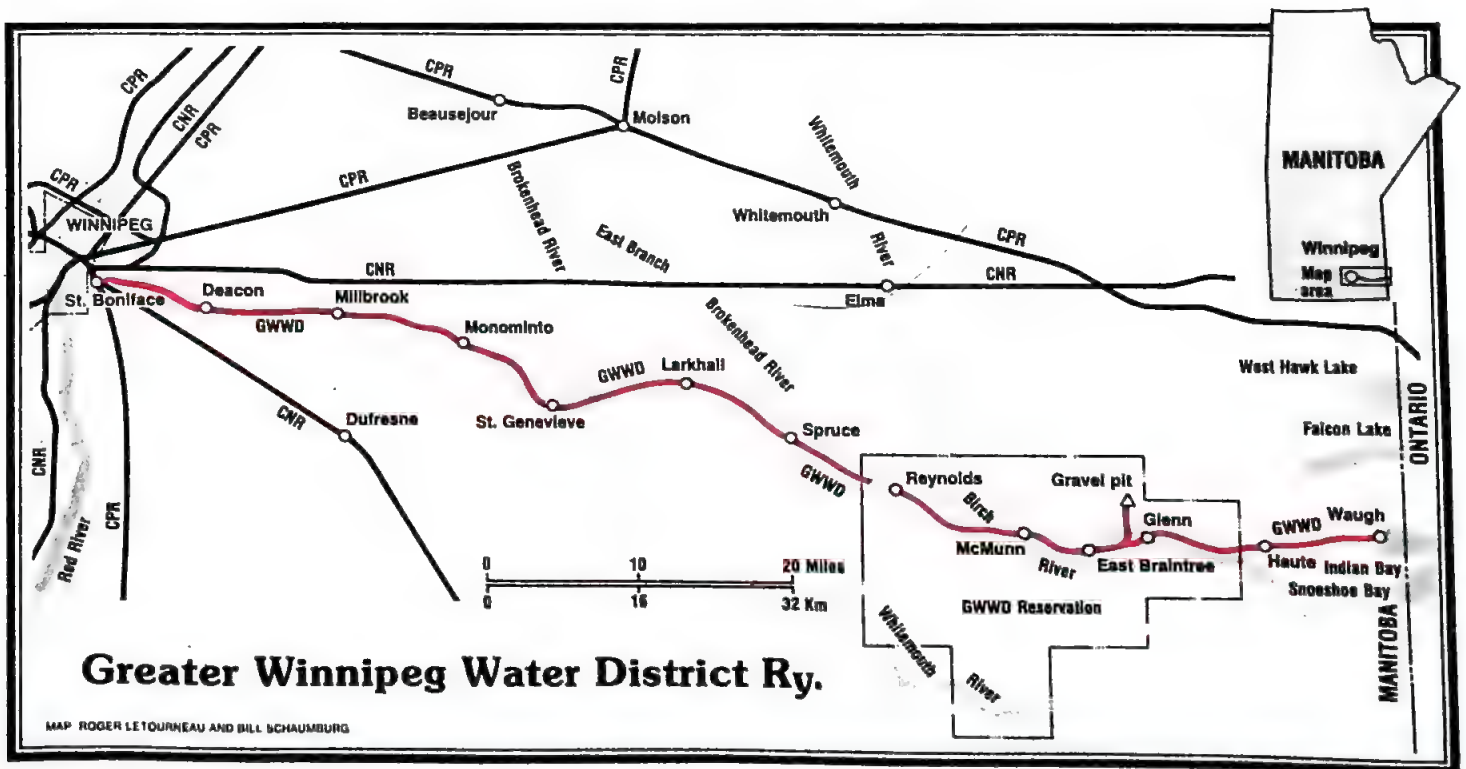
by Rodger Letourneau

forum of the metro council. In sum, the Water District is well-managed and ably-operated without frills by a closely-knit staff as part of a municipal corporation.

Fitting it is that, in this age of specialization, of special-purpose rolling stock and unit trains, the Greater Winnipeg Water District Railway should have been born of a single purpose and continue to thrive on a succession of specialized functions. As mentioned earlier, the railway's mileage was measured from the McPhillips water reservoir and the start of the conduit to Shoal Lake. Why this continual reference to water? Simply this: At the turn of the century the great western wheat boom heralded a rush of immigrants to western Canada. Perched as it were on the hither edge of civilization from which it was separated by an inhospitable mass of Precambrian rock, the city of Winnipeg became the chief distribution centre for the Canadian West. Existing supplies of fresh water could hardly keep pace with the leaps and bounds of a mushrooming population by 1913, so beleaguered City Fathers greeted with enthusiasm a report by consulting engineers that there existed a source of water sufficient to accomodate Winnipeg and its satellite communities for several generations. There was one drawback, however; the source was 100 miles distant, and the route to it lay across a hitherto impenetrable wilderness of granite and muskeg. Surveyed and pushed through in little over a year at a cost of $1,864,972.96, the railway and telephone line were conceived as the first phase in a complex scheme to siphon a dependable supply of fresh water from Indian Bay on Shoal Lake, an arm of Lake of the Woods straddling the Manitoba-Ontario Boundary, to the cluster of communities situated at the junction of the Red and Assiniboine rivers. Beginning in 1915, over this steel lifeline passed hundreds of men, countless pieces of equipment, over one million cubic yards of sand and gravel, 600,000 barrels of Portland cement and all the ancillary material required to lay 85 miles of aqueduct and ten miles of pipeline, and fabricate a dyke and diversion channel at Shoal Lake. It was not until March 20, 1919, that the purified water from Shoal Lake was finally turned into the McPhillips Street reservoir. A monumental task, it would have been unthinkable without the railway.

While contractors spent those years wrestling with the treacherous and unyielding terrain, tiny knots of immigrants boarded the Water District's weekly mixed train, bent on reclaiming for agriculture the swampy tracts of bush along the route. In point of fact, the first 40-or-so miles east of Winnipeg had for some time been proven tolerably fertile. Settlers had deemed the soil adequate for mixed farming, dairying and livestock raising. By the end of World War I, fertile land grew increasingly scarce further west. Thus the new influx of prospective homesteaders had to settle for less attractive acreage. Under the circumstances, a number were inclined to take their chances in the unclaimed reaches of southeastern Manitoba.

In the interim, City Fathers had given little thought to the future of their railroad as a full-fledged common carrier; they thought in more limited terms of continuing to operate the line as a patrol road for the aqueduct and a maintenance access for the intake facilities at Shoal Lake. Whether or not they wished to be fettered with the carriage of goods and people, municipal authorities could little deny that the GWWD had unwittingly created a modest hinterland for itself, whose new inhabitants depended almost totally on the railway for a link with Winnipeg and the outside world. Fortunately, a positive approach prevailed and even swelled into a wave of guarded optimism for a time. A few individuals, among them the editor of *Canadian Finance*, proclaimed that the Water District would expand into one of Canada's most successful colonization lines. Adopting



a wait-and-see approach, the City declined to turn the GWWD into a bona fide common carrier while recognizing at the same time the obligation to operate it as a freight, mail, express and passenger service in the public interest. Just a few years sufficed to demonstrate to all concerned that the railway would never fulfill its buoyant expectations as a common carrier. Much of the neglected land in southeastern Manitoba remained neglected; the struggle to clear, drain and cultivate was an exhaustive one that yielded meagre rewards for too many years to sustain most sodbusters. Traffic for the railway there was, but initially the line lost money heavily. Preliminary steps were undertaken to secure a Federal government subsidy and a land grant. By the mid-1920s, the land tract had been turned over to the GWWD; the latter's annual operating deficit shrank dramatically due to a growing traffic in forest products. Both the Water District and private companies secured timber-cutting rights in the Dominion and GWWD forest reserves through which the railroad passed.

Despite an initial tendency to overcut, which created fluctuations in traffic for a time, better resource management resulted in a brisk traffic in posts, poles, pilings, ties and fence pickets, cordwood for heating, pulpwood for the pulp and paper industry and lumber. Indeed, forest products remained the mainstay of the carrier down to the Second World War, when the forest preserves tributary to the railway finally became denuded. Ironically, while almost every railroad in North America laboured just to keep breathing in the strangle-hold of the depression, the Water District was kept busier than ever hauling firewood which had become a preferable alternative to coal as a fuel for heat. City Fathers sent many a trainful of Winnipeg's unemployed to the bush camps during the winter months to cut cordwood for the hearths of the municipality. Such a colossal amount was stockpiled in the City's woodyard on Dawson Road that the last of it was not disposed of until 1952!

The prosperity of the post-World War II era coincided with the decline of the traffic in forest products, but the expanding economy brought with it a ready alternative. The GWWD had hauled rock and gravel since its inception and had developed several substantial quarries along the route of the railway. North America's love affair with the automobile had blossomed into solid and prolonged matrimony; the family car was now a way of life. If it spelled doom to most railways in the form of dwindling train patronage, the automotive age presented a timely windfall for the GWWD. Road construction created a lucrative business out of a growing demand for gravel. In addition, the need for housing went hand in hand with a rising population and real per capita income. Urbanization would emerge as the greater stimulus to the Water District's well-being in the long run. The demand became less for road gravel and more for concrete aggregate; so much so that by the late 1950's the Water District had contracted with a large concrete producer to supply high-quality gravel. The District turned over its quarry at Mile 39 to Supercrete Co. Ltd. The contractor erected a gravel crushing, screening, washing and classifying facility at the site and leased the old municipal woodyard premises on Dawson Road for its concrete batching and precasting plant. Launching itself into the rock-hauling business, the railway logged over 20 million revenue ton miles per six-month operating season. In 1970, Supercrete expanded into the quarry at Mile 48 and further modernized its plant recently to refine the crushed rock at the pits into the finished product: finely-graded gravel ready for mixing.

Over the years the Water District had not lost sight of the railway's original purpose as an adjunct to the aqueduct. Lately, the GWWD resumed its major support role on two separate occasions: once in the early 1970s and again during the winter of 1977-1978. Originally designed to provide for the needs of up to 850,000 people, the aqueduct slowly found itself taxed by the increased consumption associated with modern living standards. Recognizing that its limit would be reached by 1974, the municipality was in a quandary. Thoughts of adding yet a second aqueduct were mind-boggling, given the massive expenditure involved at modern prices. Instead, the Metro Water Works Department plumbed for an additional system of reservoirs to be built on the outskirts of the metropolitan area. Consequently, the first such facility—termed Deacon Reservoir, Cell I—was excavated next to the Water District's right-of-way at Mile 13 in 1971-72. The reservoir's design called for lining the inner sloping walls with "rip-rap", rock blasted to an average size of small boulders. When spread along the incline the rip-rap acts as a circulating agent by distorting the symmetry of the cell to prevent stagnation. The Water District quarry at Mile 95 provided the rock for the project; the railway hauled it to the reservoir site. In November 1977, Nelson River Construction Company began to line the walls of newly-constructed Cell II. Beginning as it did at the end of the railway's normal season of activity, the operation afforded the railfan a singular opportunity to observe the bustling road during its usual winter hibernation period. Prolonged bad weather and other commitments delayed the attempt; finally, in early February 1978, with only a week of operation remaining, I arranged to record the rock trains before things began to wind down.

Inside the station, I introduce myself to Fred Gauthier, the night attendant, who has been made aware of my plans to ride rock train No. 3 to Mile 95 and back. Our conversation is interrupted by the crackle of an intercom. It is the engineman of train No. 2 asking for clearance to proceed east beyond Mile 80. Train No. 1 is already at Mile 95 and loading rip-rap. No. 3, the last run of the day, is due to leave shortly with me aboard. Mr. Gauthier grants the necessary clearance and notes the time in the dispatcher's log.

The door slams and in strides the trainman for No. 3. Matt Shortridge and I exchange greetings. A few words with Fred, and Matt is gone again to check out the caboose. By the time he returns, engineman Ken Huzel has made his appearance. Husky and bewhiskered, Ken does not resemble the standard image of a locomotive engineer. Manitoba winters are cruel, so Ken sports a touque, parka, heavy blue jeans and warm boots—indeed, he radiates the atmosphere of a lumberjack. As for the trainman, he looks as though he just slipped out to start up his snowmobile rather than stoke a caboose stove! But then, this is no-nonsense railroading, and a breakdown in the bleak and desolate bush during turbulent weather could bring isolation and hardship, or worse!

The Water District's railway supervisor John Nielsen, has joined us, and the conversation quickly turns to a problem that has cropped up at Mile 8 where a string of 20 empty side-dump cars awaits us. The Friday previous had been blustery, and blowing snow had drifted in over the siding so that when the engineman of a returning rock train tried to back his empty train into the hole, unknown to the crew, one of the side-dumps climbed over the packed snow and onto the ground, derailing both trucks. Being last on Monday's lineup, and being the only train to make a daylight departure, No. 3 draws the grounded train. It seems that sectionmen have already been toiling for some time to clear away the snow. Ken figures we had better get out to Mile 8 and help prepare the car for rerailing.

In the shop, the inspection and start-up routines are speedily but methodically carried out, and before long No. 100, a trim GE 44-ton diesel-electric smartly attired in a silver, yellow and black livery, idles quietly. Leaving the shop, we pick up the van and move onto the main stem. We are barely up to the first whistle post when our engineman reaches for a lever, half-hidden behind the unit's control console. Presently, my world is filled with the melodic tones of a Nathan five-chime airhorn—a sound of distinction in the diesel age!

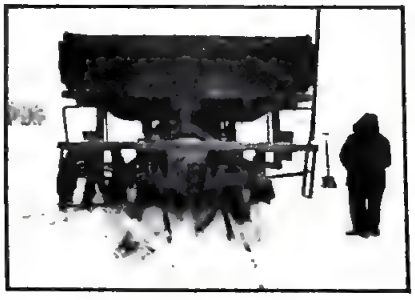
Approaching Mile 8 we can make out the side-dumps and the dark forms of the sectionmen in the dull brightness of an overcast day. They have cleared the car of snow. Within minutes the rerailers are removed from the 100's flanks and are spiked down. The sectionmen switch their track car out of the way, then Ken cuts the van loose, backs into the siding and couples up. Matt isolates the car from the train. We step back as Ken gingerly inches the 100 forward. The lead truck of the derailed car bumps up over the rerailer and comes down hard on the track. So far, so good! Matt waves Ken on. The diesel revs up slightly and the rear truck crunches along over the snow. We cross our fingers, hoping that it won't stray away from the rails before it reaches the rerailer. After what seems an eternity, the wheels ride over the rerailer and fall home with a heavy "calunk". Nothing to it! But now we notice that the next car back had also turned wanderlust, the one flange of its lead wheelset rest-

...ig precariously on top of the rail. Had it rolled a few feet more it would have joined its companion on the ground. Sectionmen, train crew and deadheading author all turn in to gouge away the frozen snow from along the insides of the rails for a short distance ahead of the car. The rerailers are removed. This done, Ken climbs back up to his cab and couples on. At Matt's signal the slack tightens and this second problem car starts forward. Suddenly the wheel drops into place. Not wishing to risk any more delays, we space ourselves at intervals along the trainline and look for any signs of roaming trucks while Ken cautiously pulls his train out of the hole. We pick up the hack.

Although I was in the cupola of the caboose for the short dash to Mile 8, I have elected to ride the cab on the outbound journey, intending to transfer to the tail end for the return trip. Some 14 hours on the road promises to be a long ride, but for me at least, far from tedious. With the 44-tonner in low range, Ken opens the throttle wide and the spunky 100 puts her shoulder to the harness. It is a gradual upward climb practically all the way to Mile 95 over an average grade of .06%. No. 100 and her three sisters have been beefed up by the GWWD from 380 hp. to 400 hp. using new style cylinder heads. Thus, they are capable of exerting a continuous tractive effort of 13,000 pounds at 7.4 m.p.h. So I am mildly surprised to see the little diesel struggling to get a grip on her train. Then I realize that the 20 empty power dump-cars she is pulling weigh in individually at 52,000 pounds; together with the van they constitute a formidable drag for the bantam GE. If the locomotive labours with 20 empties, you may wonder what happens when 722 tons of riprap are piled on at Mile 95. Behind the Water District's strategy there lurks Sir Isaac Newton's law of gravity. What goes up as a maximum-capacity string of empties eastbound can come down augmented by a full payload westbound. "It's that simple?" I muse, all the while listening to the throbbing twin D17000 diesels. Everything in the cab trembles as though synchronized to the pulsating power plants. Unbelieving infidel that I am, I express some doubt. Ken kicks the unit into high range and defiantly slams the throttle open again, emphasizing as a matter of fact that the 100 is up to the gruelling task ahead. After all, he adds as an afterthought, there is no wind blowing today. My mouth gapes in disbelief as I learn that strong headwinds can prolong a run by several hours. And I neglected to bring extra grub! Not to worry; a glance at the speedometer shows the pointer hovering steadily about a reassuring 17 m.p.h.

What a show the burly little moguls must have put on in the days of steam! Thirty years ago I would have been aboard one of those 2-6-0's, marvelling at the stack talk and basking contentedly in a shower of cinders. The Water District ordered four of them from Montreal Locomotive Works for 1915, having taken delivery from MLW earlier in the same year of an 0-4-0 saddle tank switcher to handle yard duties. Oddly

WEEKEND SUMMER PASSENGER SERIVCE, as typified by the 103 and an interesting mix of equipment (top), is but a warm memory to the crew readying for work in sub-zero weather. Left to right are engineer Ken Huzel, railway supervisor John Nielson, trainman Matt Shortridge and night attendant Fred Gauthier at St. Boniface in February 1979. One of the first chores is rerailing cars (below) at Mile 8.



enough (no pun intended) the steamers were numbered 1, 3, 5, 7 and 9 beginning with the yard goat. Apparently a No. 11 joined the roster secondhand from somewhere in the United States, it also being of the 2-6-0 wheel arrangement. Detailed recollections of it are, however, hazy. In addition, from time to time when traffic warranted it, the Water District would lease a ten-wheeler from the CPR or the CNR to bolster the roster. Sporting black smoke boxes, stacks, domes, cabs and tenders, gray cylinders and boiler jackets and red roofs, the dapper moguls regularly won their running battles to lift as many as 60 wooden flats, gons and boxes up to Shoal Lake. Mogul No. 5, the last remaining steamer, was fired up for the last time on the GWWD as a standby during the destructive flooding in the spring of 1950.

I then realize that I am riding the first 44-ton diesel-electric owned by the GWWD. No. 100 made its debut in 1949, having emerged from GE's Erie, Pennsylvania, plant near the end of 1946. No. 101 was only a few months old when she joined the roster a year after her sister. Four more years elapsed before a third twin-engined 44-tonner took its place in the Water District's stable. Acquired secondhand from Swift & Co. in Chicago, the 102 would have rounded out the fleet had it not been for the GWWD's enterprising shop staff. CN retired its No. 1 in 1966; the Water District picked up the 19-year-old veteran with the intention of cannibalizing it for spare parts. Once in the custody of the boys in the backshop, the unit became destined for a new lease on life and not only emerged as GWWD No. 103, but went on to trade in her 33" workboots for a set of 36" dancing slippers in 1970, for passenger service. Last year she resigned from her glamour role and the more workaday 33" wheels were restored.

Slowly the 100 gets under way while ahead the traffic situation begins to take shape. Train No. 1 has departed Mile 95 and should meet us at Mile 64. We will cross paths with No. 2 at Mile 74. Seeing that this is the first working day of the week, there is a bonus in store for us: the Brill service car, which left St. Boniface for Mile 95 at 0600 with the Nelson River work gang, is now on its way back and will be waiting for us at Mile 48. I check over my camera equipment to ensure all is as it should be. There will be no second chance. Soon little beyond an occasional service run will pass over the GWWD until spring heralds the commencement of the gravel-hauling and weekend passenger-excursion season.

Train No. 3 trundles across the long concrete trestle spanning the Red River floodway and we round a curve to behold Nelson River's dumping operation at the Deacon reservoir—our return destination some many long hours from now. Front-end loaders dart to and fro to feed a seemingly endless line of dump trucks which in turn growl up the embankment of Deacon Reservoir, Cell II, to discharge their loads of rip-rap along its inner slopes. Leaving Deacon, we begin the sluggish run to the blasting site at Mile 95. As the train wends its way eastward, Ken and I wile away several hours in conversation. I learn more about this unique railroad. Its traffic pattern is normally seasonal, picking up in the spring, peaking during summer and tapering to a mere trickle in late fall. Winter sees little beyond a service run to end-of-track on an as-required basis to maintain the aqueduct intake facilities at Waugh. The GWWD only employs two full-time operating crews, the other men taking up their duties during the busy summer months. When not behind the throttle, Ken works as a heavy-equipment operator in the pulpwood cutting industry. (Aha! a lumberjack of sorts, after all.)

Ken advises me that Mile 48 is coming up. Sure enough, in the distance I recognize the Brill car occupying the siding. An exchange of friendly handwaves carries us past the waiting service car which fades into a swirl of powdered snow kicked up by our train. The Brill and Mack railcars certainly add a unique—and nowadays, rare—dimension to the Water District. At first, all services were provided by steam train, but huge operating losses forced the GWWD to search for economical alternatives. At a purchase price of $23,000, the Brill railcar promised to pay for itself in savings. Gas-mechanical railcar, Model 55, came new from the Brill Co. in 1921. Fourteen years of good service elapsed before it underwent its first major rebuilding, being re-engined with a Waukesha power plant. In 1961 it underwent a second rebuilding; outfitted with BLW trucks, a Caterpillar D330 engine and a two-speed hydraulic transmission, car 31 was converted into a service car with a seating capacity of 28.

Besides upgrading the Brill railcar, the Water District waxed defiant in the face of the depression-wracked '30's and absorbed the cost of another railcar, purchased secondhand from the Winnipeg River Railway. The latter road's PM-5 duly became GWWD No. 2 (the Brill being No. 1 at the time) and later, No. 32. Having undergone extensive rebuilding of car body and power train, the Mack is still in service. Its AP type motor has given way to a 150 hp. Cummins diesel. The original blunt nose was streamlined not long after the car's acquisition to reduce (you guessed it!) wind resistance. At about the time the Mack joined the GWWD's roster, the road bought an ex-Brill storage battery car that first saw service in 1916 as the Cambria & Indiana Railroad's No. 15 and No. 150. Sold to the CNR in 1922, it was converted to CN trailer No. 15759 in the Transcona shops four years later. It became GWWD No. 41 in the autumn of 1935 and was converted to a baggage trailer. It was scrapped in the winter of 1978-1979.

A second trailer made its debut on the Water District in 1962. Built by CC&F as a storage battery car for the Temiskaming & Northern Ontario (now part of the Ontario Northland Railway), the car was rebuilt as a combine trailer before being eventually retired in 1961. It fell into the hands of A.A. Merrilees, that noted collector of railway hardware. Mr. Merrilees sold it to the GWWD the following year, and it was assigned the number 351. The railcars and their trailers were used the year round—except for the coldest months—in passenger, way-freight, mail and express work until a road network was developed in southeastern Manitoba after World War II.

Although never incorporated as a common carrier, the Water District ran a regularly-scheduled, tri-weekly mixed train for years, as well as full-fledged passenger specials. To handle the peak-season passenger traffic which crowded the platform of the GWWD's

MACK RAILCAR 31 and a combine-trailer were used into the mid-1970s to suppliment the passenger train during the off-season and is now used only for special excursions or duty.

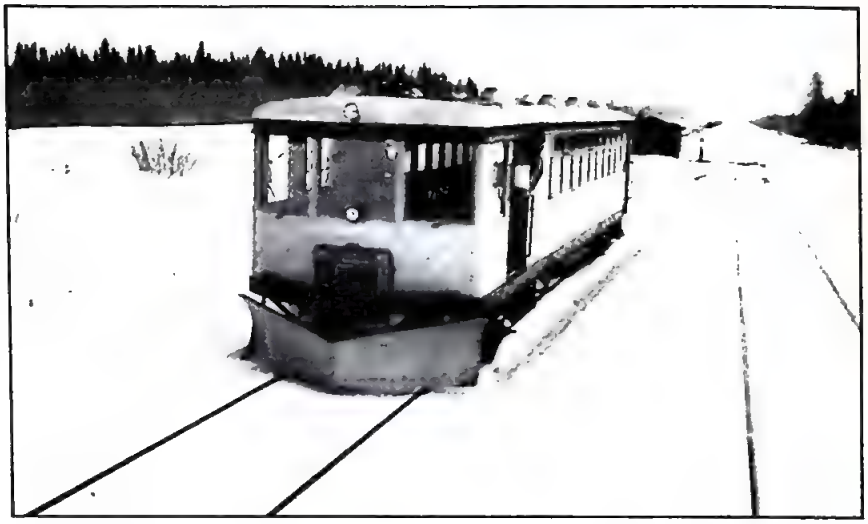
station on summer weekends, a fleet of wooden combines and coaches was acquired from the major railways and as many as five cars would comprise a well-patronized excursion special. One such train, brimming with festive holidayers, was returning home behind No. 3 in the summer of 1928 when the locomotive rounded the curve at Mile 30 and came into dispute with a cow comfortably nestled on the right-of-way. Upon dispatching the hapless bovine, the mogul heeled over to port and went on her side, taking the tender with her down the embankment. The combine next to the tender derailed, but better fortune favoured the coaches crammed with excursionists. The runner, fireboy and head shack rode out the ordeal but no one was fatally injured in this, the Water District's most serious wreck—discounting Bossy of course!

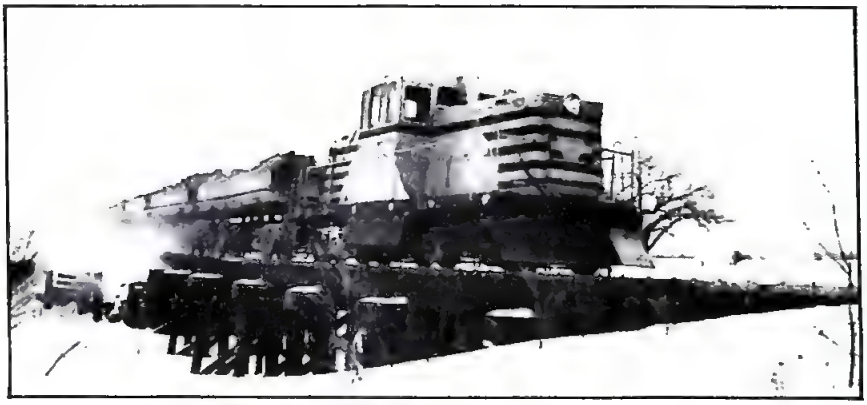
The ancient wooden passenger equipment was retired during the 1960's, and was replaced by a single ex-CPR heavyweight coach. A few years ago the Water District added a 2100-series coach, acquired from the same road, to round out its modest but adequate passenger car fleet.

By the mid-1970's the mixed train had been cut back to Mondays and Fridays, and then eliminated altogether with the excursion trains continuing to operate on summer weekends and special holidays. The future of passenger service on the GWWD is clouded in uncertainty. Costs have naturally risen, fares have remained ridiculously low, altogether too much red ink occupies the balance sheet. Both City Council and senior management would like to drop the service and concentrate on hauling gravel.

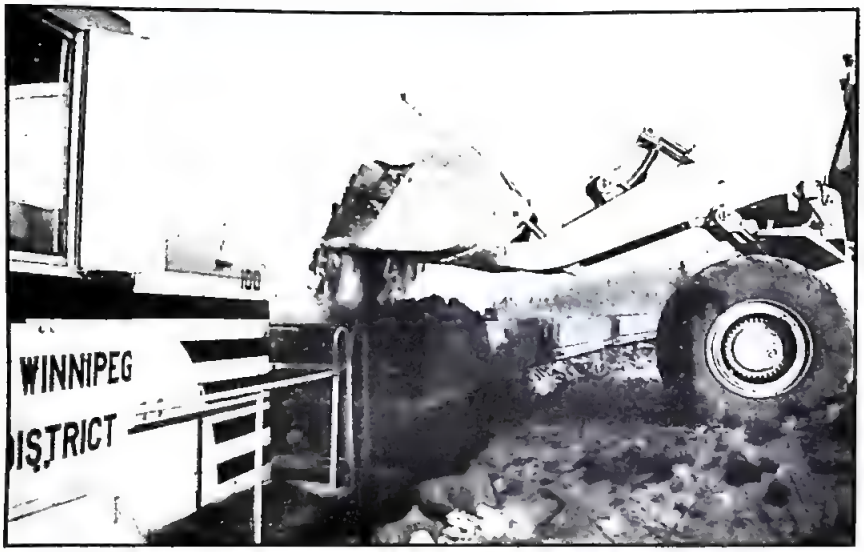
One bright spot on the passenger horizon concerns the National Model Railroad Association's 1983 national convention, which will be held in Winnipeg. The GWWD has already agreed to run special excursion trains for the convention. Whether regular weekend service to Shoal Lake will last until then is anyone's guess. At the time of this writing, both the Brill and Mack railcars are operable, as is the combine trailer an the standard passenger equipment.

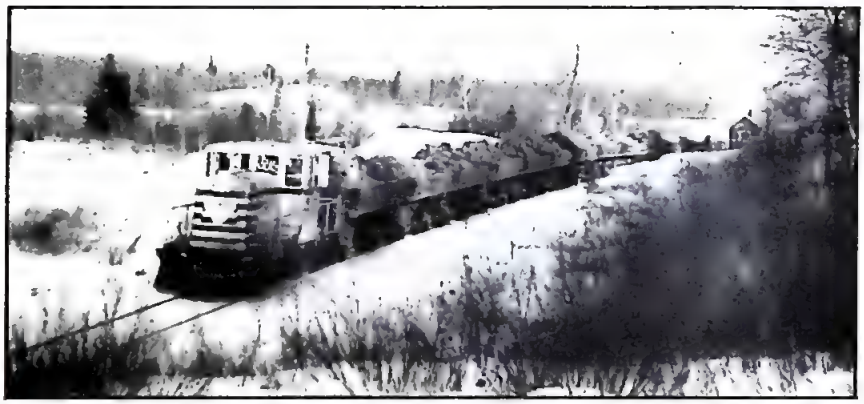
At Mile 64 it's our turn to head into the hole. The 100 and her consist glide to a stop and the engineer drops off to set the switch for the siding. We clear the main and I double on ahead to the Hadashville trestle (where not so long ago this same engineman backed the Mack railcar and trailer onto the trestle while I scrambled through the underbrush to set up for the Mack's portrait.) Shuffling along the right-of-way, I catch a glimpse of train No. 1's locomotive headlight. "Darned close!" I mutter, wading through thigh-deep drifts to my preselected vantage point. The Nathans sound a warning. The Hadashville crossing is about to be occupied as the 101 rumbles over the trestle and on by our train. No. 100's light shines bright; I have just enough time to plod back and swing aboard as she grinds past. Ken closes the throttle for Matt to realign the switch and hop aboard the van. It's on to Mile 74. I eye the brass switch key on Ken's key chain rattling on the



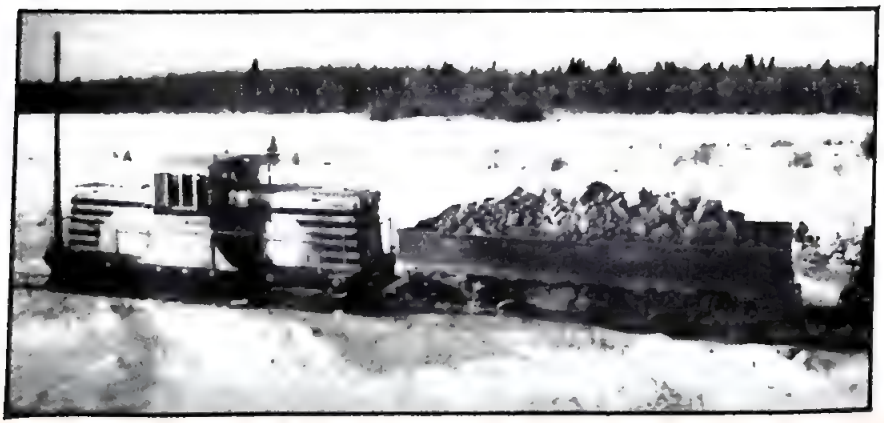


GETTING OVER THE ROAD involved meeting the Brill service car (top) at Mile 48, rock train No. 2 at the Hadashville trestle (above) with the 101, and rock train No. 3 with the 102 at Mile 74. The "new" ex-CPR van on No. 3 (bottom) is a favorite with the crews for its propane stove. The cupola had to be shaved to clear Supercrete's leader.





THE NELSON RIVER CAMP at Mile 95 is a desolate place where end-loaders dump rip-rap into the railroad cars for the 90-mile trek to the Deacon Reservoir fill project (a warm cookhouse offers fine respite from the snow-laden prairie). After chow, the 44-tonner positions the cars for loading (**above**) as the shovels scoot back and forth. Side-dump car 141 (**below**) is unusual in that it has the full company name spelled out rather than the more recent practice of a simple "GWWD" stencil. On the return trip, trainman Matt Shortridge adds some wood scraps to the caboose stove's coal fire. In this freezing weather, that old stove is a fine companion. Fortunately for the crews, the rock-hauling trains are seldom run during the harsh winter months. February 1979 was an exception.



electrical cabinet and offer to "bend the iron" when we arrive at 74. As we approach the turnout I unload and shuffle ahead, throw the switch and wave Ken on in the prescribed manner. Not five minutes elapse before the 102 throbs past with another 20 laden side-dumps and a newly-acquired ex-CP Rail caboose. With obvious approval, Matt (who has walked up from the crummy) points out that the new caboose is equipped with a propane stove and is very comfortable. I see his point, but the railfan in me grows wistful at the thought of our old wooden 362 with the rough ride, spartan accommodation and the roaring fire in the pot-bellied stove.

"Well, that's all the meets for the day," notes Ken as he noses the 100 onto the main stem for the last leg of the run. Another hour slips by and the Nelson River camp lies dead ahead. We draw up to the far end of the camp, straddling the turnout to the siding while Matt cuts the caboose. Pulling ahead, we watch for the brakeman to drop off abreast of the switch. Matt lines us up for the loading ramp and Ken nudges his charges into the siding. Our trainman yanks the uncoupling bar and steps lightly onto the pilot step as the 44-tonner accelerates forward. We go after the van and return to spot it at the end of the side dumps when suddenly we see it! The knuckle of the dump car which had been next to the engine lies on the ground between the rails. Strange. Stranger still, when we go back to examine the phenomenon, the knuckle pin is nowhere to be found. We deduce that in a constant brittle state due to the cold, it had suddenly snapped and dropped through when we backed the cars in. The knuckle stayed in place until we uncoupled; when we pulled away, the pressure against it was released and it fell into the snow. At any rate, that's what spare parts are all about. I pull the bar; Ken hoists the knuckle into place, and Matt drops in a replacement pin. With the knuckle secure, we push the van onto the train, cut loose and head for Waugh where we will wye the diesel. Why wye a 44-tonner? Because No. 100 has a snowplow on one end.

The 100 bolts ahead; unleashed from her load she runs light and free. It is the first time I see the throttle lever notched at a point on the quadrant other than full power. Clipping off the last few miles to Waugh, we wye the diesel under the noisy supervision of a flock of wild turkeys that have taken up residence at the terminus. Matt tops up the tanks and it's back to Mile 95 where we tie up and make a beeline for Nelson River's prefab portable cookhouse. The chef beckons us over to a steaming kettle of home-made soup. We ladle away while he dishes out heaping platefuls of spare ribs, mashed potatoes and vegetables—generous portions of good, solid fare. Of course we eat too much and waddle back to the train smiling contentedly, but accompanied by that distinctly overstuffed feeling.

Back to work. Nelson River's front-end loaders are poised for action, scoops full and high in the air. Ken moves the train ahead, spotting the first two side-dumps opposite

the loading dock. Their engines burbling loudly, the gangly loaders bounce forward and discharge their scoops. A crash and clatter echoes throughout the surrounding forest; the dump cars shudder under the impact; clouds of dust spiral upward. The machines return to assault the mound of blasted rock anew with yawing scoops and churning tires. In this fashion, by twos, the side-dumps take on three to four scoopfuls each until all 20 are filled. I am impressed that they seem to hold up so well under this merciless pounding. Although many are now fitted with modern style freight trucks, a number are still equipped with the weaker archbars.

The first side-dump cars came new to the Water District shortly after it was built. They were 23.3 cubic-yard, mechanical chain dumps. To these first 20 were added more, sold to the GWWD by the CNR. Thirty-nine power side-dumps were purchased from the enterprising Mr. Merrilees during the 1950's. In 1968 the City transferred 22 standard centre-dump hoppers to the Water District from its quarry at Stonewall, Manitoba. These are now in storage, having been replaced by 22 ore cars acquired from the Duluth, Missabe & Iron Range in late 1979.

Back in 1976 the road had picked up additional dozen hoppers from CP Rail. The GWWD modified its hoppers to hold 35 cubic-yard loads. Since Supercrete modernized its operation in 1977, the centre-dump hoppers have joined the side-dumps on the gravel trains. Not only are the hoppers lighter than the side-dumps, they also possess the advantage of a lower centre of gravity; because they ride better, they inflict less wear and tear on the track and roadbed. Their larger capacity means trains containing 20 side-dumps and seven hoppers can carry the same amount of gravel previously hauled in 30 side-dumps. In the rock-hauling business, the side-dumps and hoppers have become the centre of the GWWD's freight car inventory. At one time, a large number of wooden flats and box cars also plied the line, but these have dwindled to a mere handful. They are largely used for storage space, and a few are employed in servicing the intake facilities, together with several tank cars that haul chlorine for water purification. Besides these, an array of wooden cabooses, rail trucks, rail sedans, flangers and other maintenance equipment has graced the Water District's yard down through the years. The Water District's own highly-skilled shop staff handles all running maintenance and normal overhauls to locomotives and rolling stock. Major overhauls and wheel-pressings are turned over to CN.

It has taken less than an hour to fill 20 side-dumps with 466 yards of rip-rap. The sun is about to dip below the treeline when the front-end loaders empty their scoops for the last time; yet my pocket watch has not indicated 1600 hours before we are on our way back to Mile 13. I have moved my gear into the caboose and quickly set up shop in the cupola. Sunlight fades fast at this time of year in these latitudes; it is not long before we are overtaken by a mantle of darkness. The trainman and I chat for awhile. Then as the night closes in around us we lapse into silence, each wrapped up in the solitude of his own thoughts. As we sit there, an orange glow flickering from the stove below outlines our features and playfully reflects them as grotesque shadows on the walls. Staring through the sooty window, my eyes unconsciously pick up the white pencil of the 100's headlight probing the blackness ahead. Occasionally the beam picks up the serpentine mound of the aqueduct threading its way alongside the roadbed. The overcast seems to have cleared again, so I jump down and head out onto the rear platform for a better look around. My coat and mitts are inside, but I hardly notice the cold.

The clouds have given way to a panorama of deep indigo studded with stars. The air is cold and crisp. Behind the swaying platform, two thin black ribbons of steel stretch away into the distant gloom, cutting through a white-carpeted corridor flanked by the sombre curtains of forest growth. The flashing caboose markers inject a pale red tint, their regular rhythm vying with the lazy cadence of the wheels. All else is still, silent—almost sublime. Standing there alone, I am overwhelmed by the simple beauty of it all: just a train wandering through a wintery night in eastern Manitoba. Enslaved by my fascination, I remain motionless until the hissing wail of semi-frozen airhorns sends a shiver through my bones and I hasten to return to the warmth of the caboose stove.

I have barely settled back into my seat when Matt directs my attention ahead with his finger. The horizon is bathed in an aura of brilliance. Winnipeg! We are still many miles away but we have made good time. Downgrade all the way and no wind. At 2030 hours train No. 3 is coasting into the Deacon reservoir dumping area where a section man waits to assist us. Working under the floodlights, the crew begins to empty the side-dumps, one by one. The process is quite simple—in theory. The trainman and his helper walk down the trainline, stopping at each car until the engineman builds up the pressure in the airline. The air is then let into a cylinder whose piston tilts the box to one side. As I said, simple in theory. But the night is bitter cold and several cars refuse to dump. Injections of methyl hydrate, much prodding with bars, accompanied by a few choice curses eventually coax several more over. The remaining obstinates take longer. The better part of an hour has slipped by before the last cantankerous side-dump is persuaded to part with its load.

Once emptied, the train is speedily switched into the holding spur at Mile 8 and we run light with the van into St. Boniface. The hack is returned to its spot by the station; the locomotive is refueled and stabled for the night. Ken and Matt address themselves to the usual bit of paperwork while I gather together my equipment and my memories. I thank the crew for putting up with me and take my leave of two of the nicest chaps a fellow could wish to meet. But then, that kind of hospitality is par for the course on Manitoba's uncommon carrier.

WITH ENGINES REVVING to build up air for the dump cars, the rock is delivered to Deacon Reservoir and the day's work is almost complete. It's been a long day of winter railroading.

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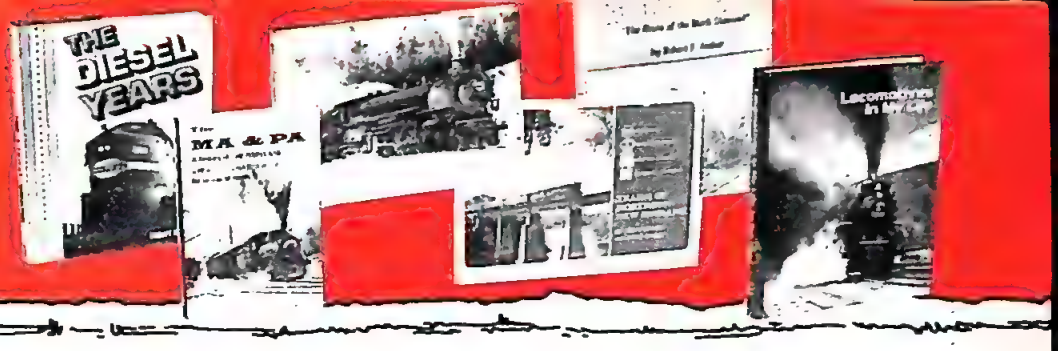

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Camera Bag

BY JIM BOYD

Slide killers!

While we don't generally "lift" material verbatum from other publications, we're going to make an exception in this case to present a warning from Doug Howard that was originally published in *The Trainmaster* of the Pacific Northwest Chapter NRHS.

"Envision a railfan that has a problem: nine to 24 months ago a valued slide was slipped into one of the plastic pages commonly used to protect slides from dust and dirt but still allow a quick and convenient review of slides. The clear pockets (with the rear one possibly translucent to allow better light diffusion) have surprised our friend by attaching themselves to the slide. Oh sure, a while back he had noticed that some of the plastic on the pocket had touched the surface, making a black spot, rather wet looking, which had caused a little problem while trying to take the slide out. Now, to our friend's horror, the plastic will *not* release. Despite all efforts, the slide and plastic are joined for good, and an ominous stain is seeping from the plastic across the slide emulsion.

"Envision another railfan, cheerfully preparing for a slide show, looking for a precious, one-of-a-kind shot that will blow their minds that night. The slide is found, held up to light, and a creeping chill races up and down our new friend's spine. There's something wrong: the slide has a faded, discolored streak across the middle! But how's that possible? It was processed at a reputable lab only nine to 24 months ago, and then put in the plastic page for storage.

"Getting disturbed and uncomfortable, my friend? Are you casting furtive glances at the place where you have your slides stored in plastic pages?

"Consider our clues to date: Both of our victims used the plastic pages commonly used by most of us for slide storage. Both had problems described in explicit detail above. Now let's add some more information: The pages were made out of virgin vinyl plastic, or polyvinyl chloride (PVC) material.

"I have unpleasant news for those of you using those plastic pages: you're condemning your slides to a slow death and yourself to much heartbreak. There's a cure, which I will describe in a moment, but first a little background.

"In the late 1970s the U.S. National Archives and Record Service (NARS), the federal agency responsible for much of the preservation of historical material at the national level, began having problems such as those described above. Understandably concerned, NARS asked Eastman Kodak and the Franklin Corporation to look into the matter. A full year's research uncovered some unpleasant news, some of which I will detail here as it pertains to us.

"The vinyl plastic pages, in order to retain their flexibility, use a very dilute hydrochloric acid in their manufacture. This acid remains in the plastic afterward, a potential time bomb for your slides. When a slide is slipped into the pocket, the plastic naturally flexes to hold the slide. Now the problem starts: it's not commonly known, but plasticizers used in 33mm film are compatible with the vinyl plastic. At first they just touch; that wet look occurs, as if there were moisture in the pocket. The slide is balky at being popped out of the pocket. In time, if left undisturbed, the fusion between the two becomes permanent. The damage can't be corrected, and the hydrochloric acid begins to seep across the slide's surface. The result: one dead slide.

"For those with a technical bent, the Franklin pages are made of polyproylene, a stable plastic compound. It doesn't attack slides in any manner, and is unaffected by heat, humidity, acid or chemical attack. The replacement process is simple: dust off your slides, slipping them into the Kimac Protectors, and putting the slide/protector group into the new Franklin PV-20 pages. Ideally, the pages and slides should be stored at 55 degrees Farenheit and 55 percent humidity.

"Yes, I can hear the howls at having to lay out money in this time of tight belts, and snickers from those using plastic pages that haven't yet experienced the problem even though the nine to 24 month time has passed. For the latter; your time is coming.

"Polyvinyl chloride (PVC for short) attacks in a different manner, but the end result is the same. After manufacture, the vinyl chloride in the plastic begins to seep out as fumes. Those fumes attack the slide emulsion, at first causing fading or discoloring or both. In nine to 24 months the emulsion is usually gone; the effect is permanent. You have another dead slide.

"It goes without saying that such a problem at NARS was intolerable. They went to work on a solution, in conjunction with Franklin Corp., and worked out a new storage system which you can buy. One side technical note: Kodak discovered that Kodachrome proved more resistant than Ektachrome, but the end result was always destruction of the slide. It was enough for them to issue a press release to all dealers and magazines condemning PVC by name. As any photo buff is aware it's not easy to arouse the "Great Yellow Father" to anger.

"The evidence is in, and I would imagine you want to do something about it—preferably in a hurry! Well, the first step is obvious: Remove your slides as soon as possible from those plastic pages. There will be temptation to put them into metal storage boxes common to the slide storage trade; you can if you want, but they're inconvenient at best and if you're in a hurry it's a great way to scratch a slide. I will assume you want safety for your slides, convenience for review (as in the discredited plastic pages) and peace of mind.

"To close this case you need two stamps to send for two free catalogs. One note should go to The Kimac Co., 478 Longhill Road, Guilford, CT 06437. Ask for information on the "Kimac 35mm Protectors". Your second note should go to Franklin Distributors Corp., P.O. Box 320, Denville, NJ 07834. Ask for their brochure on the "Franklin Saf-T-Stor System", which is the process developed to solve this slide problem and is used by NARS and other agencies"—DOUG HOWARD.

Markers

BY JIM BOYD

Steam coverage

We sure gave the 765 and 614 a lot of coverage last year, didn't we? While we've gotten a lot of mail favoring such feature material, we've also been thrown a few brickbats referring to steam restorations as "side shows" and other less-than-complimentary aberrations to the "real world" of diesels and short lines. Others accuse us of being sopping sentimentalists with our hearts in the 1940s and our heads turned toward the dear, dead days of steam.

While a portion of any railfan publication should remember the history that made today possible, we feel strongly that the thrust of RAILFAN & RAILROAD should be toward the contemporary rail hobby scene. We try to have one steam-era feature in almost every issue, but we will place the emphasis on steam that you can experience today—because the truth is that steam *is not* dead, and genuine and legitimate steam experiences are available to anyone who has the ability to travel and knows where and when to look. And in today's railroading, you almost always have to travel to some degree or another to see anything but that which populates your own back yard, be that diesel, electric or steam.

In the past, rail hobby magazines have often ignored steam restorations until it was time to print their obituaries. Main line steam operations, tourist lines and museums all thrive on publicity—whether it is letting the railfan public know what's happening or using the magazine articles as "ammunition" to convince railroad authorities that steam operations really do create good public relations. We consider steam operations as a legitimate part of today's railroad scene, and one that is uniquely the province of railfans—thus, it will get good editorial coverage in these pages. In doing so, however, we will never lose sight of the fact that the "real" world of diesel railroading is the bread-and-butter of our hobby and deserving of the most extensive coverage. Besides, I can and do groove on the sight and sound of an RS3 or SD45 without losing my affection for steam.

In this era of yellow, red and blue *Chessie Steam Specials* and an extended coal bunker altering the classic lines of a C&O J3a tender behind an otherwise pristine black locomotive—or a Royal Hudson on the Southern or a Nickle Plate Berkshire on 1980-era boxcars—there is a lesson in that the appeal of a steam locomotive is *basic*. Today's steam is less a return to the good old days—there are no wood reefers or 50-ton hoppers to run behind them passing gingerbread depots every ten miles with semaphore order boards silhouetted against the sky—than an expression of the basic steam locomotive remarkably alive and well two full decades past its demise. The appeal of the 614 slamming up Sand Patch has nothing to do with the lettering on the tender or the color of the cars it is pulling; it is simply a big 4-8-4 working its guts out under a magnificent plume of smoke and steam. It's an *experience*. And it's still available today. And that's no small miracle. And now we get a Challenger . . .!

Oh yes, regarding comments about editors "railfanning on the expense account." While some of the costs of the trips to cover steam operations are underwritten by the company, a big part of it comes out of my own hide. I have to save up for the big trips just like everyone else and still reconcile normal living expenses like the Arabs who have been holding my fuel tank hostage over this winter heating season. I would be making those trips even if I didn't have to write about them, and I think it's that kind of dedicated involvement that keeps RAILFAN & RAILROAD active and moving in the hobby. Besides, even while writing about the 4449 and Challenger being readied for Sacramento in May, I took the weekend to drive up to Scranton and check out the Alco 424m's on the D&H's recently-acquired former-DL&W

RAILROAD MAGAZINE COLLECTION

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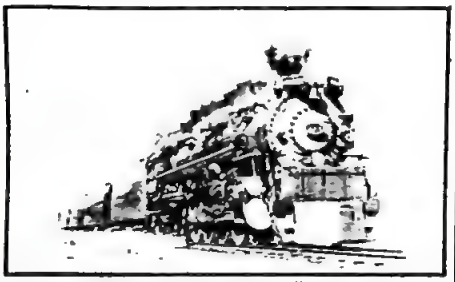

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REPRINTED FROM THE FEBRUARY 1947 RAILROAD MAGAZINE

Not in the Wheel Report — By JOSEPH EASLEY

"It was a little crowded
but we shoved all them empties onto the Mill Spur."

line over Tunkhannock Viaduct—and paid for the $20 of gas out of my own pocket, just like everybody else.

Winnipeg's 4-4-0

When I received Rodger Letourneau's article on the Greater Winnipeg Water District, I questioned him about the 4-4-0 that did some tourist running on that line. After a couple rounds of "Huh?", we discovered that what I was talking about was the handsome CPR 4-4-0 built in Scotland in 1882 and sold to the City of Winnipeg in 1918 for use on the Winnipeg Hydro line—*not* the GWWD line—from Lac du Bonnet to Pointe du Bois, which was abandoned in 1962.

Presently adorned with diamond stack and "oil" headlight, the No. 3 operates on CN trackage from Winnipeg to Grosse Isle for the Prairie Dog Central on Sundays only, June through September.

Thanks, Florence

Now, you'd think that an editor of a railfan magazine would probably have the best news-reporting team in the country in the form of his friends "back home" in Illinois, right? With all my good buddies from hometown railfanning running all over the place with cameras, you wouldn't expect there'd be

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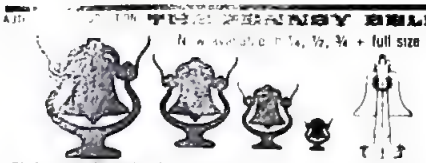
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a major railfan event—covered with big photos in the local paper, no less—that they wouldn't let me know about, right?

Guess who was the only one to send me the newspaper clipping showing Northwestern Steel & Wire 0-8-0 No. 73 being moved to permanent display in Sterling.

Craig Willett's mother.

The Crook Award

At the Tourist Railroad Association (TRAIN) meeting in Strasburg, Pa., last fall, we were very pleasantly surprised to find Carstens Publications and RAILFAN & RAILROAD honored with the George W. Crook Award for 1980. Chairman George Payne announced it this way:

"The George W. Crook Award is presented to person or organization who has contributed most, in the opinion of TRAIN, to the betterment of the industry during the past year. The 1980 Award is most representative of these qualifications: This organization was a charter member of TRAIN. Each year they have demonstrated that their overall concern for Tourist Railroading is a real commitment - far and above the motives of income or profit. Professionalism is a benchmark of our industry. In Tourist Railroading, this member has led many of us to higher achievements. The 1980 George Crook Award is - in the unanimous opinion of our committee - awarded to Carstens Publications, Inc.

"I want to express some elements of the contributions of the winner: Carstens created RAILFAN Magazine and made it an effective voice for the industry as well as for all who love railroading. *Railroad* Magazine was saved and combined with RAILFAN by the efforts of Harold Carstens. Editor Boyd provides an effective sounding board to TRAIN by his internal suggestions, his faithful participation and attendance, and by his external support."

The award, in the form of a beautiful brass oil can, was unexpected but greatly appreciated. That little TRAIN semaphore on page 3 is more than just a decoration, and we'll continue to do our part to help.

The Phantom 4-8-4

Every once in a while the railfan rumor mill gets a little carried away with itself. There was a blitz of the Santa Fe's San Bernardino Shops recently when "The Word" got out that 4-8-4 3759 from Kingman, Arizona, was being moved to San Berdoo for overhaul and display at the big Sacramento celebration in May. In truth, only the commemorative plaque from the Kingman display engine was taken to San Berdoo. It seems that a rather zealous railfan noted the fact that the plaque identified the 3759 as a "Mountain-

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type locomotive," and created quite a local fuss over the fact that it was actually a Northern. After much hassle, the Santa Fe agreed to take the plaque off and correct the wording; thus, the 3759's plaque was sent to San Berdoo where the shop superintendent was besieged with phone calls inquiring about whether the locomotive was to follow. He was reportedly getting a little short-tempered in his replies. The 3759 will stay in Kingman.

The irony is that the Santa Fe *did* move a 4-8-4 recently, when the 2925, which was taken to Cleburne, Texas, for evaluation for possible overhaul, was returned to its former berth with the rest of the Santa Fe historical collection at Belen, N.M., in January. The Santa Fe seems to be generally in favor of a steam program someday—but not in the immediate future.

J.

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A "RIDER FREIGHT" was chartered on the Cumbres & Toltec Scenic Railroad on September 24-25, 1980, by Bill Peter of Chama, N.M. Approximately 50 railfans rode the train consisting of K36 2-8-2 485, ten stock cars, a gondola and caboose, all letttered D&RGW for the occasion. Over a dozen photo runbys were made each day, usually at locations like Cascade Trestle (**right**), accessible only by rail. This scene was westbound on September 25. As you can see, weather and railroading were great!

KODACHROME: MEL EIDE

THE GUAYAQUIL & QUITO three-foot gauge railroad of Ecuador still operates a fleet of U.S.-built Baldwin 2-8-0s, as described by Mike Eagleson in his IN SEARCH OF STEAM column in this issue. No. 46 was built by Baldwin in 1945 and is depicted (**below**) at Huigra, Ecuador, on June 12, 1977. While all of the other G&Q engines are painted either red or black, the green livery on the 46 was the direct result of visiting California railfan John Kirchner showing a color photo of Southern Railway Mikado 4501 to the shed master at Bucay. The shed master was so impressed with the color that he ordered the next engine out of the shop —which happened to be the 46—to be painted Southern green.

KODACHROME: MIKE EAGLESON

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